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SIXPENCE.

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THE DONKEY'S-EARS HAT: THE VOGUE OF THE QUAINLY-NAMED "BONNET D'ÂNE."

Here is illustrated the very latest mode in hats; not a fashion necessarily followed by every fair member of Tout Paris or of Society London; but a

pronouncedly apparent fashion, for all that. The hat in question is called the "bonnet d'âne"; which may be Anglicised as "the donkey's-ears hat."

DRAWN BY L. SABATTIER.

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LITERATURE

Cecil Rhodes. No man is a hero to his valet, and few men are heroes to their private secretaries. Cecil Rhodes was, perhaps, an exception to the rule; he was very much a hero to one of his secretaries, Mr. Gordon le Sueur, whose biography of the great man, "Cecil Rhodes" (Murray), is packed full of trivialities, and is yet both intimate and amusing. Mr. le Sueur tells us he had designed a "more pretentious" Life of Rhodes, and that, in deference to the wishes of the Rhodes Trustees, he abandoned his plan and sold them the material. It is hard to escape the thought that he was well advised to do this. As a chronicler of small events, who makes up in raciness for what he lacks in style—and sometimes in grammar—he does very well; one page carries the reader to another easily enough, though a little careful sub-editing would have been good for every chapter. We see Cecil Rhodes as a somewhat uncouth figure; a bad rider, a deep drinker, a great eater, an ill-dressed, careless man given to sudden impulses of anger or generosity. The fine disregard for non-essentials is not to be despised, but in Mr. le Sueur's story it makes for an ill-balanced narrative. Happily, he keeps us on terms of intimacy with a fascinating personality all through the book and, if there is much bad writing, there is no padding. We see Cecil Rhodes in his habit as he lived, and in some at least of his Protean aspects he is painted as Cromwell asked to be painted—"warts and all." Mr. le Sueur admits quite frankly that the great Imperialist did not reveal all sides of his character and genius to any man. He showed to each just as much as was necessary for his purpose, and it was possible to know him for years in one aspect without catching a glimpse of the others. His own view of himself was that he had creative genius, and that it was a great thing to have; there is reason to believe that he compared himself with some of the great men of antiquity, and not to his own disadvantage. His biographer finds he was most like Clive, and that his courage was moral rather than physical. If our knowledge of Cecil Rhodes were limited to Mr. le Sueur's biography there would be ample reason to complain, but as an interesting addition to more serious yet less personal works it may be heartily commended. The book that will tell us the whole story of Rhodes's life and work in South Africa may never be written; it is safe to say that it cannot be written yet—political considerations forbid.

A Tour in England.

Mr. James John Hissey is a home-trotter, not a globe-trotter. His hobby is the search of the picturesque, but only as it is to be found in these islands. He has sought it in their fens and on their mountains, on their downs and in their dells, in the home counties and in others farther off, even unto Scotland and Wales. He has sought it, too, from a phaeton and from a bike, from the saddle and the box-seat, and on "Shanks' nag." And always he has written of it, copiously and—one fears it must be added—a little superfluously. The fourteenth and latest volume from his pen is called "A Leisurely Tour in England" (Macmillan), which more correctly describes the manner than the scope of its contents. If you draw a line from Eastbourne, via Chichester and Cirencester, to Shrewsbury, thence to Aberdovey and back, and so, with a sweep round by Wem, Uttoxeter, Daventry, Burford, Brill, Beaconsfield, Odham, and Battle, home again to Eastbourne, you have fairly enclosed the England of Mr. Hissey's title, though you are far from having traced his route. On this occasion his vehicle was a motor-car, for which, after having tried all the methods save the caravan, he seems inclined to plump; but it was a car small enough to take the lanes and by-ways, and "reliable" enough to get through them safely. Even those who read this record of its doings with greatest pleasure will admit that it is leisurely. There are no "hurrygraphs" with Mr. Hissey! He might be called "the contemplative motorist." In the course of his tour he fell in with some quaint relics and many a delectable inn. But perhaps his most interesting discovery was made near by his own door at Eastbourne. It was at West Dean on the South Downs that he saw a yoke of oxen drawing a wagon on the hill-side; and since he wrote his description of it here—so a footnote tells—a similar team has been sold near Lewes, and the wooden yoke purchased by the Mayor of Brighton for the Brighton Museum—"lest we forget." Mr. Hissey carried a camera in his car, and to the excellent use he made of it his illustrations testify.

Pemba.

In days when the story of travels from one end of a continent to another can be told at sufficient length in a volume of moderate size, it may seem rather extravagant to devote three hundred and fifty pages to a little island sixty miles to the north of Zanzibar. But Captain Craster, R.E., was asked by the Government of Zanzibar to undertake a survey of the island in question two years ago, and his book, "Pemba, the Spice Island of Zanzibar" (T. Fisher Unwin), is hardly a page too long. The reason is not far to seek. Pemba was almost unknown before Captain Craster went out there; it is a really interesting place in its physical as well as its commercial aspect, and the quaint superstitions of the slave-descended people make amusing reading. The author is fortunate in possessing a quick instinct for the things that matter; he has left the specialists' interests to satisfy themselves on rather meagre fare, and has endeavoured successfully to supply the wants of the general reader. Pemba must hold many attractions for the naturalist, "sea-slugs a foot long with horny backs and black sea-cucumbers that vomited pints of water and shrank to half their size" among them. The natives were not troublesome: they are thieves, but docile; and the advice that one who had fought in Somali-land gave to the author is worth quoting, though it lies outside the book's story: "Ignore the men and hunt the camels," he said. The clove is the main source of Pemba's wealth, and the methods of its cultivation, collection, and sale are given at length. Only the photographs of clove-trees are lacking. Native customs are not overlooked; it is possible to wish that Captain Craster had

added some anthropological knowledge to his considerable equipment. The survey work must have been extremely arduous, for Nature has not provided any facilities, and the natives make confusion worse confounded by leaving old villages, and transferring even the name to those they establish on more favoured sites. The choice of such titles as "The Abode of Flies" and "The Fools" would suggest the beginnings of a sense of humour. In face of all the natural and artificial difficulties, and in spite of the illness that came to him and his colleagues, the work was done; and if the Government of Zanzibar is as pleased with the survey as the general reader will be pleased with the book, satisfaction should be general, and go far to atone for the author's troubles.

The London Symphony Orchestra will give the first concert of its tenth series on Monday, Oct. 27. Herr Fritz Steinbach will conduct five of the first six concerts, and Nikisch will conduct three times next June, on one occasion with Paderewski as soloist.

The New Symphony Orchestra is to open its sixth series of symphony concerts with an evening devoted to Elgar, on Monday, Nov. 3. In December, Miss Elena Gerhardt will sing. There will be a Wagner and Beethoven programme in February, and a Tchaikovsky concert in April. It is a pity that only four concerts are to be given, and that Sir Edward Elgar provides the only novelty. Mr. Landon Ronald's musical sympathies are so wide that the younger British composers might have looked to him for some support. It is hardly to be expected that Mr. Thomas Beecham will find time for much activity in the London concert-halls during the next few months, and in his absence the young British composer must needs fare badly. Mr. Beecham is almost the only man who is able and willing to take risks on their behalf.

AT THE BOOKSELLERS.

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GREAT BRITAIN AND HER NORTH SEA DEFENCES: A CONFERENCE.

PHOTOGRAPH BY RUSSELL.



AT CROMARTY, ONE OF THOSE NAVAL STATIONS ALONG THE NORTH-EAST COAST WHICH ARE GAINING PARTICULAR IMPORTANCE:
MR. WINSTON CHURCHILL (LEFT), PRINCE LOUIS OF BATTENBERG (CENTRE), AND ADMIRAL SIR G. ASTLEY CALLAGHAN.

On October 3, Mr. Asquith, Prime Minister, Mr. Winston Churchill, First Lord of the Admiralty, and Colonel Seely, Minister for War, landed from the Admiralty yacht "Erchantress" to participate in a naval conference at Cromarty, to which Mr. Churchill alluded recently as one of those Naval stations along the north-east coast which are gaining particular importance. At the time of the visit the most powerful fleet ever seen in Northern waters was assembled off Cromarty; and the Ministers were accompanied by Prince Louis of Battenberg, First Sea Lord; Vice-Admiral Sir John Jellicoe, Second Sea Lord; Admiral Sir G. Astley Callaghan,

Commander-in-Chief of the Home Fleet; Vice-Admiral Sir F. T. Hamilton, Commanding the Second and Third Fleets; Vice-Admiral the Hon. Sir Stanley Colville, Commanding the First Battle Squadron; Vice-Admiral Sir G. Warrender, Commanding the Second Battle Squadron; Vice-Admiral Sir Cecil Burney, Commanding the Third Battle Squadron; Rear-Admiral Wemyss, of the Second Battle Squadron; Rear-Admiral David Beatty, Commanding the First Battle-Cruiser Squadron; Rear-Admiral Sir F. Sturdee, Commanding the Second Cruiser Squadron; and Rear-Admiral C. E. Madden, Commanding the Third Cruiser Squadron.



BY G. K. CHESTERTON.

SHALLOW people often tell us that this or that great fight in history has only been a fight about a word. I would not call Gibbon a shallow person, though I certainly would not call him a deep one; but he has chiefly popularised this method by his famous epigram, that one of the greatest Greek controversies of the Early Church turned only on the difference of one letter. The criticism is surely very cheap, and could easily be applied to many other things. Going to Hull and going to Hell contains only the difference of one letter. And those who dislike our great industrial system might say, in moments of strong emotion, that the difference is

not so great, after all. A controversy might surely come not unnaturally between the wife who wanted a pan and the husband who brought her a pen; or, again, between the tourist who wanted a pen and the waiter who brought him a pin. Or, if the mere letter of the alphabet be dismissed as a symbol, it is equally absurd to treat as a trifle the introduction of a word. No word can survive the juxtaposition of another word. If you have any doubt about it, go down to a bye-election where there are placards headed "Unionist Candidate" and "Unionist Meeting," and paste the word "Trade" in front of the word "Unionist" everywhere. The word "Trade" is an innocent and respectable word. Unionists would not repudiate trade. Most Unionists I have ever met were in trade. But I think the local councils of the caucus would not license the alteration. Such very simple examples of the importance of words—of which anyone, of course, could give a million—might surely make us more intelligent when we talk of the age of Chrysostom or of Augustine.

I think this point important; because I am almost certain that all Western Europe will soon split upon a word. It will be a religious war. Because it will be a religious war, it will be a dreadful war; because it will be a religious war, it will be a war about a word. So far as I can guess, I think it will be the word "house." The very various uses which we and our fathers have made of this word "house" is a proof of its fixity and not its looseness. We use it in different ways as we use "the world" in different ways, including Creation, the terrestrial globe, and that night-club that is called Society. In the same way the word "house" is used at one moment of the House of Pelops or the House of Stuart, and the next moment by the nearest respectable publican about his pub. But these are only indirect

applications of a word, and depend on the true meaning of the word. But there are strange and fearful people walking about the modern world who do not understand the word "house" any more than I do the words "Higher Thought." They do not know a house when they see it. They never think for a moment that a workman's house is his house. The Capitalists think it ought to be a hutch. The Socialists think it ought to be a hive. And they cannot comprehend all those curious religious and romantic phrases that have, in human history, clustered round the idea of a house. They could not guess what one meant in speaking literally of

Almost as good a parallel is the signboard of an inn. It is the representative of the house, and speaks for it. To those who understand the meaning of the word "house" at all, it is just as inhuman to say that the woman ought to be a politician as to say that the landlord ought to hang the dinner-table outside for a sign. All government is mixed government. But somebody must ultimately decide, whether it be a king or a diplomatist. Somebody must speak to the world outside on behalf of the much more important world inside. And no one denies that he may sometimes be the stupidest person involved, just as the inn-sign is generally a worse picture even

than the pictures in the inn. Indeed, a real inn, which is not the same as the best inn (which means a bad hotel), or the worst inn (which means a bad beer-shop) is the final justification of the phrase "house." It has in the strongest sense the paradox of the family. It is the very definition of a good inn that it is larger inside than outside. If you can form a final judgment from the front of the building that the building is small, then it is not a good inn. Considered as an ale-house, it may be the resort of saints and heroes; but it is not a good inn. Again, if you can form a final judgment, from the front, that the building is large, it is not a good inn. If there is a large portico, and a large commissionaire in a large uniform, and a large entrance-hall and a large office, then everything else in that place will be spiritually small and mean. It is the essence of a good inn to be modest. Everything about a good inn should be invisible; except the sign. And that is often illegible. But the sign is shown, at least, to all who enter; and that is all they have the smallest right to



THE NEW CEILING OF THE COMÉDIE FRANÇAISE: A SKETCH OF M. ALBERT BERNARD'S FINE DECORATIVE WORK IN THE GREAT PARISIAN THEATRE.

The great feature of the new decorations at the Comédie Française, whose reopening was inaugurated the other day by performances of "Andromaque" and "Le Malade Imaginaire," is the fine ceiling painted by M. Albert Bernard, of which the above sketch gives a general view, looking upward from the floor of the house. In the background are seated the four Olympians of the French drama—Corneille, Racine, Molière, and Hugo, who are looking on at what was at once the first comedy in the world, the story of Adam and Eve and the Forbidden Fruit of the Tree of Knowledge. To the left in the drawing are the nine Muses, moving in procession before the fiery chariot of Apollo, father of all the arts in Greek mythology, who is driving through a flaming sky. To see the latter group in the drawing, it must, of course, be held in an inverted position. A photograph of M. Bernard supervising the fixture of his canvas to the ceiling appears on our page of Personal Portraits.

"the honour of the house." It seems to them like talking about the reputation of the dust-bin or the solvency of the garden-gate. They could not grasp that we mean what we say when we talk of the hospitable roof. It sounds to them like speaking of the polite banisters or the unselfish door-scraper. And much of that morbid and sentimental anarchy which has made a political quarrel between the sexes has been due to a special inability to understand the term "head of the house"—or the logical limits of that term. For the head of a house does not mean the house, any more than the prow of a ship means the ship. It does not even necessarily mean the chief power in a house or ship. In a ship, indeed, the rudder is at the other end. The head is the figure-head.

know. Go into a small and quiet country inn, with a narrow and unpretentious frontage, and you will find at the back of it a vast estate of staircases and corridors and courtyards in which you could be lost as easily as in the catacombs at Rome. But that is the whole point of the thing, as indicated even in the word. It is the whole glory of an inn that you have to go in. It is no small part of its glory that you have some difficulty in getting out. It is larger inside than outside, like the Christianity from which it came. And that is why the innkeeper, unlike all other shop-men, still calls his shop "a house." The subtle and curious reason is that it is a house. Grocers do not live in grocers' shops. Tailors do not live in tailors' shops. But innkeepers do live in inns; and by them the weird word "house" is still understood.

MAN'S CRAFTSMANSHIP: OUTSTANDING EXAMPLES OF HIS WORK.

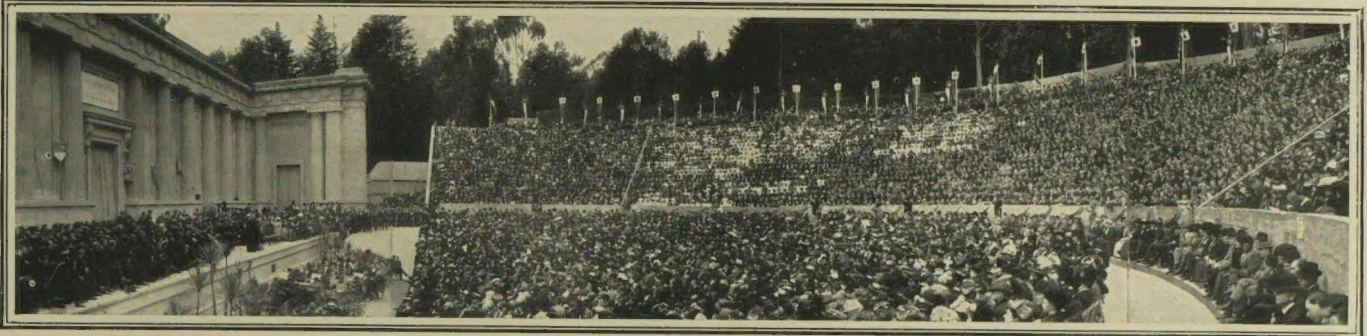


Photo. H. M. Wright.

ENDOWED WITH SUCH ACOUSTIC PROPERTIES THAT, IF THE THEATRE BE EMPTY, THE FALL OF A PIN DROPPED ON TO ITS STAGE CAN BE HEARD IN ITS FARTHEST AISLES:

THE FAMOUS OPEN-AIR GREEK THEATRE AT BERKELEY, CALIFORNIA.

This Greek Theatre in California was built by Mr. William Randolph Hearst, the well-known American publisher. It can seat 12,000 people, and its acoustic properties are such that, if it be empty, the fall of a pin dropped on to its stage can be heard in its farthest aisles—a very unusual state of things in an

open-air theatre. In 1915, during the Panama-Pacific Exhibition, many great operatic festivals and choral contests will be held in it. Berkeley, it may be mentioned, is a popular residential district for San Francisco, seven miles across the bay from that city.



THE RE-FACING OF BUCKINGHAM PALACE: THE TOP OF ONE OF THE NEW PILLARS OF THE KING'S LONDON HOME.

The work of re-fronting Buckingham Palace has been proceeding apace both by day and by night; but, of course, it is by no means finished, and the King and Queen's return to London finds the Palace still with a considerable amount of scaffolding about it. The new front was designed by Sir Aston Webb.



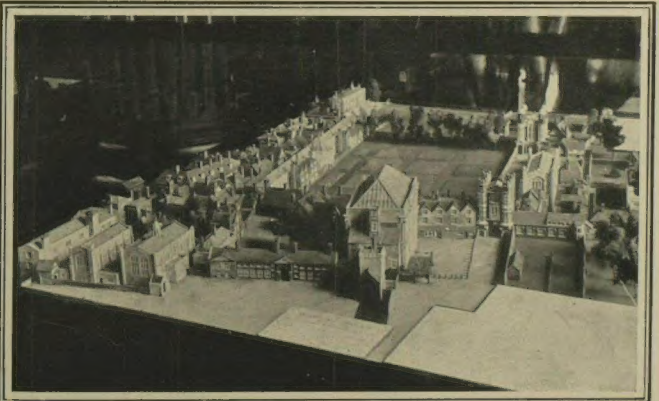
Photos. Newspaper Illustrations.

THE RE-FACING OF BUCKINGHAM PALACE, THE KING'S LONDON HOME: THE CORNER NEAREST CONSTITUTION HILL.



THE MODEL OF THE PALACE OF WHITEHALL AS IT WAS WHEN KING CHARLES I. WAS EXECUTED: ON THE LEFT, THE BANQUETING-HALL, WITH THE SCAFFOLD; ON THE RIGHT, THE COCK-PIT.

Lieutenant-Colonel Leatham, Curator of the Royal United Services Museum, recently commissioned Mr. John B. Thorp to reconstruct in model form the Palace of Whitehall as it was at the time of the execution of King Charles I. This model he has presented to the Museum. It is on a scale of one two-hundredth of the full size and covers about twenty-five square feet. In the first photograph the



Photos. L.N.A.

THE MODEL OF THE PALACE OF WHITEHALL AS IT WAS WHEN KING CHARLES I. WAS EXECUTED: THE BANQUETING-HALL AND THE SCAFFOLD IN THE FOREGROUND; THE TILT-YARD ON THE RIGHT.

Banqueting-Hall and the Scaffold are seen on the left; the Cock-Pit is the circular building on the extreme right. In the second photograph the Banqueting-Hall and the Scaffold are in the foreground; on the right is the Tilt-Yard; between this and the Hall is Holbein Gate (with tall towers), set up by King Henry VIII. Whitehall was a royal residence from 1530 to 1697, when it was burnt down.



Photo. Elliot and Fry.

SIR WILLOUGHBY MAYCOCK,
Who has been made a K.C.M.G. on his retirement from the Foreign Office.

to Mr. Chamberlain's mission to Washington. He has also been joint-editor of the British and Foreign State Papers. For some years he was in the 2nd Middlesex Rifle Militia.

During the crisis in the Lancashire cotton trade, which arose recently through trouble at the Beehive Mill, Bolton, a prominent part has been played by Sir Charles Macara, President of the Federation of Master Cotton-Spinners, and by Mr. Edward Judson, President of the Operative Spinners. Sir Charles Macara, who was made a Baronet two years ago, is managing director of Messrs. Henry Bannerman and Sons, Ltd., and the Bannerman Mills Company, Ltd. He has been a leader in the

PORTRAITS AND PERSONAL NOTES.

SIR Willoughby Maycock has just received his title in the form of the K.C.M.G., conferred upon him on his retirement after forty-one years' service in the Foreign Office. He has been employed on several interesting pieces of special work. In 1881 he was attached to the Royal Commission for negotiating a commercial treaty with France, and, six years later,



Photo. Lafayette, Dublin.

SIR CHARLES MACARA,
President of the Federation of Master Cotton-Spinners' Associations.



Photo. Lafayette, Dublin.

MR. EDWARD JUDSON,
President of the Amalgamated Association of Operative Cotton-Spinners.



Photo. Longworth.

THE LATE LADY KNIGHTLEY OF FAWSLEY,
President of the British Women's Emigration Association.

Grace of St. John of Jerusalem. Her philanthropic interests were chiefly connected

Friendly Society for many years. Lord Knightley died in 1895, and the barony became extinct, as there was no family.

As was generally expected, Yuan Shih-kai was returned as President of the Chinese Republic at the recent election. Yuan Shih-kai was born in 1860, and his earlier career was spent in military affairs. In 1899, as Governor of Shantung, he suppressed the Boxer movement, and his action saved the Europeans in Peking. In 1909 he fell out of favour with the old Dowager Empress, but two years later, when the rebellion broke out, he was recalled to power.



Photo. Record Press.

YUAN SHIH-KAI,
Who was elected President of the Chinese Republic on October 6.

Jonkheer de Marees van Swinderen, who has just been appointed Netherland Minister to Great Britain, was formerly Minister at Washington, a post which he left to become Minister of Foreign Affairs in the Conservative Cabinet which has recently resigned. It is a coincidence that his successor as Minister of Foreign Affairs, the Jonkheer J. Loudon, LL.D., was also his successor as Netherland Minister at Washington. Jonkheer de

Marees van Swinderen is a good and witty speaker, and very popular. He is married to an American lady.

Miss Muriel Dodd, the well-known lady golfer, has had a triumphal progress this year in the high honours of the game. In June she won, for the first time, the British Ladies' Championship, at St. Anne's-on-Sea, and the other day she carried off the Canadian Ladies' Championship on the Dixie Links, Montreal. On the 13th she is to play in the American Championship at Wilmington, Delaware.

By the death of Mr. James Campbell Noble, R.S.A., Scottish art loses one of its most prominent and popular figures. Born in Edinburgh sixty-seven years ago, Mr. Campbell Noble was partly of Highland descent. - He was elected as Associate in 1879. In 1892 he was raised to the rank of full membership of the Royal



Photo. Illus. Bureau.

DR. RUDOLF DIESEL,
Inventor of the Diesel Oil-Engine, who disappeared while crossing from Antwerp to Harwich.

Mystery continues to surround the fate of Dr. Rudolf Diesel, the famous inventor of the oil-engine which bears his name. He left Antwerp, with friends, on the evening of Monday, Sept. 29, by the G.E.R. steamer *Dresden* for Harwich, on his way to attend the annual meeting in London of the Consolidated Diesel Engine Manufacturers, Ltd. He seemed in excellent spirits before saying good-night to his friends and turning in to his cabin, but when the boat reached Parkston Quay early the next morning he was nowhere to be found. It has been assumed that he accidentally fell overboard during the night.

Sir William Soulsby has a long record of service as private secretary to the



Photo. Sport and General.

MISS MURIEL DODD,
British Lady Golf Champion, who has now Won the Championship of Canada.

with the British Women's Emigration Association, of which she was President. She was also Vice-President of the Girls'



Photo. L.N.A.

SIR WILLIAM SOULSBY, C.B., C.I.E.,
Private Secretary to successive Lord Mayors of London for thirty-eight years.

Lord Mayors of London, a post which he has held since 1875, and which he is continuing to hold under the new Lord Mayor, Sir Vansittart Bowater. Sir William has been a Londoner for even longer than his thirty-eight years of secretaryship. He was educated at the City of London School and King's College, Strand, and was called to the Bar at the Middle Temple in 1874. He received his knighthood in 1902.

Queen Mary's visit to the late Lady Knightley of Fawsley during the earlier part of her last illness recalled the fact of Lady Knightley's close friendship with the Royal Family. She was an Extra Lady-in-Waiting to the Duchess of Albany, and a Lady of



Photo. W.P.A.

JONKHEER DR. R. DE MAREES VAN SWINDEREN,
The new Dutch Minister to the British Court.



Photo. Drummond, Young, and Watson.
THE LATE MR. J. CAMPBELL NOBLE, R.S.A.,

A well-known Artist, and Member of the Royal Scottish Academy.

Scottish Academy. He was President of the Scottish Arts Club for three years

On "Our Note Book" page we give a sketch of the fine new ceiling decoration which has been painted for the Comédie Française by the well-known French artist, M. Albert Besnard. Our photograph on this page shows him seated on a high scaffolding just under the ceiling of the theatre, supervising the work of fixing his canvas in position. It was divided into eight sections, which were fastened to the ceiling by a special kind of glue or paste. After that followed the task of giving finishing touches to the painting at any points where the sections were not perfectly joined

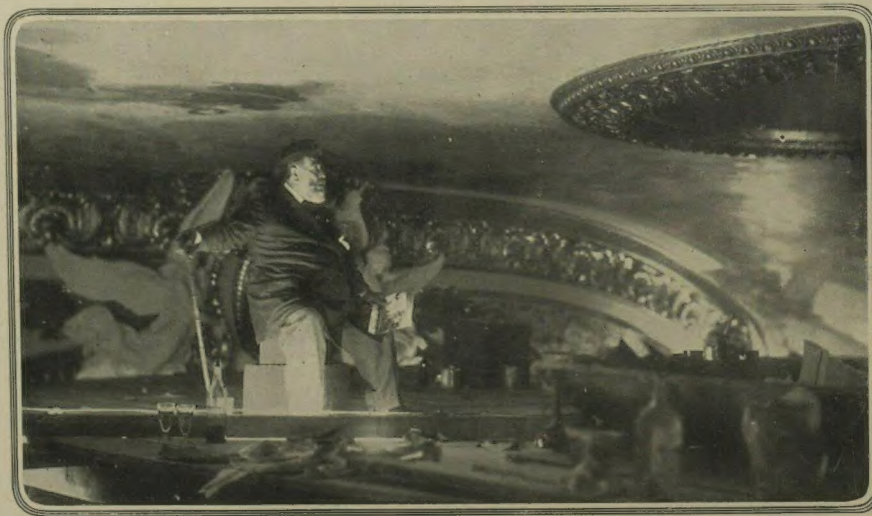


Photo. Bert.

PAINTER OF THE NEW CEILING OF THE COMÉDIE FRANÇAISE: M. ALBERT BESNARD, ON A SCAFFOLDING, WATCHES THE FIXING OF HIS WORK.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



Photo. Gordon Walker.

THE BIGGEST VESSEL WHICH HAS REACHED AUSTRALIA: THE S.S. "CERAMIC" IN OUTER HARBOUR, SOUTH AUSTRALIA.

With regard to the first of these two photographs, a correspondent writes, from Prospect, South Australia: "I send you a photograph of the arrival of the s.s. 'Ceramic' at Outer Harbour, South Australia. The ship is the largest to reach the Commonwealth so far. The arrival was

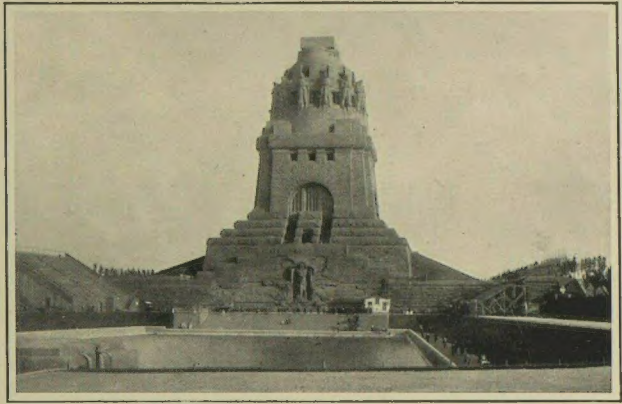
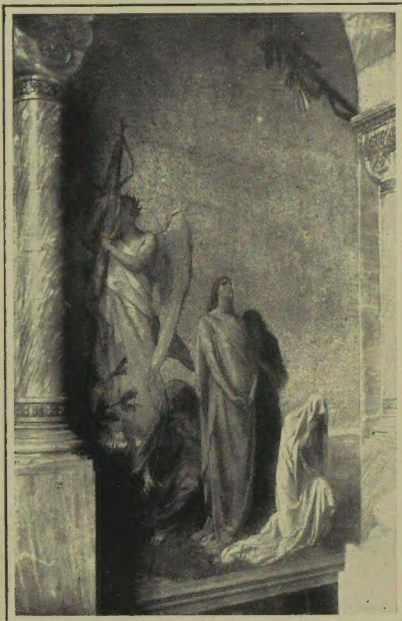


Photo. Record Press.

TO BE INAUGURATED ON OCTOBER 18 IN THE PRESENCE OF THE KAISER: THE "BATTLE OF THE NATIONS" MEMORIAL AT LEIPZIG.

eagerly awaited by a fairly large crowd."—The great memorial commemorating that "Battle of the Nations," in 1813, which meant the liberation of Germany, is to be inaugurated on October 18, in the presence of the German Emperor and many other royalties, especially invited by the King of Saxony.



Photos. Partridge's Pictorial Press.

THE CENTENARY OF THE BIRTH OF GIUSEPPE VERDI, THE GREAT ITALIAN COMPOSER: MOSAICS FROM THE MASTER'S ORNATE TOMB.

The actual centenary of the birth of Verdi was on October 9, for on that day of the year in 1813 he was born, at Roncole, in the Duchy of Parma. It is interesting to note, in view of the ornateness of his tomb, that Verdi, knowing that his end was approaching, expressed the desire

that his funeral should be without display. Despite that, 100,000 people assembled to honour his memory. Verdi died in Milan on January 27, 1901. Among his best-known works are the operas "Rigoletto," "Il Trovatore," "Traviata," "Aida," "Otello," and "Falstaff."

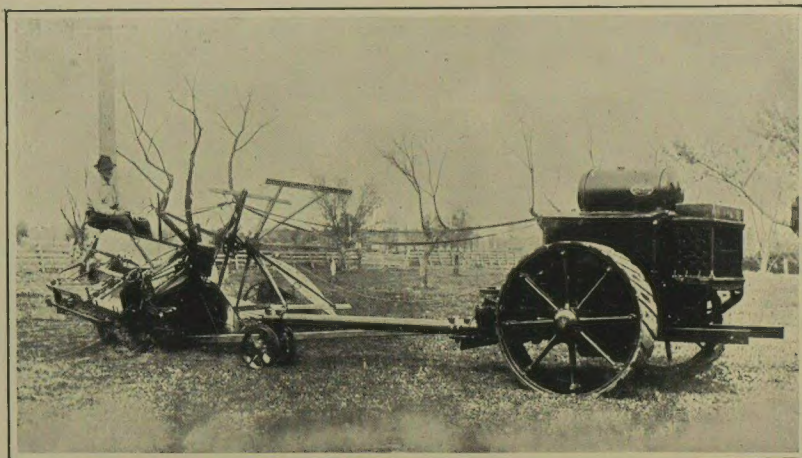


Photo. C.N.

A MOTOR DRIVEN BY MEANS OF REINS: AN AUTOMOBILE "HORSE" DRAWING AN AGRICULTURAL MACHINE.

With regard to the first of these photographs we quote the following from our correspondent's note: "A remarkable invention which enables the farmer, seated on his plough, harvester, seeder, or waggon, to control his mechanical horse in the same way as he would the living

animal. Two reins are provided for steering and one for the two-speed transmission. The motor is a four-cylinder, and takes both gasoline and kerosene. The cost is about £500, and it is being placed on the market by a Detroit firm."

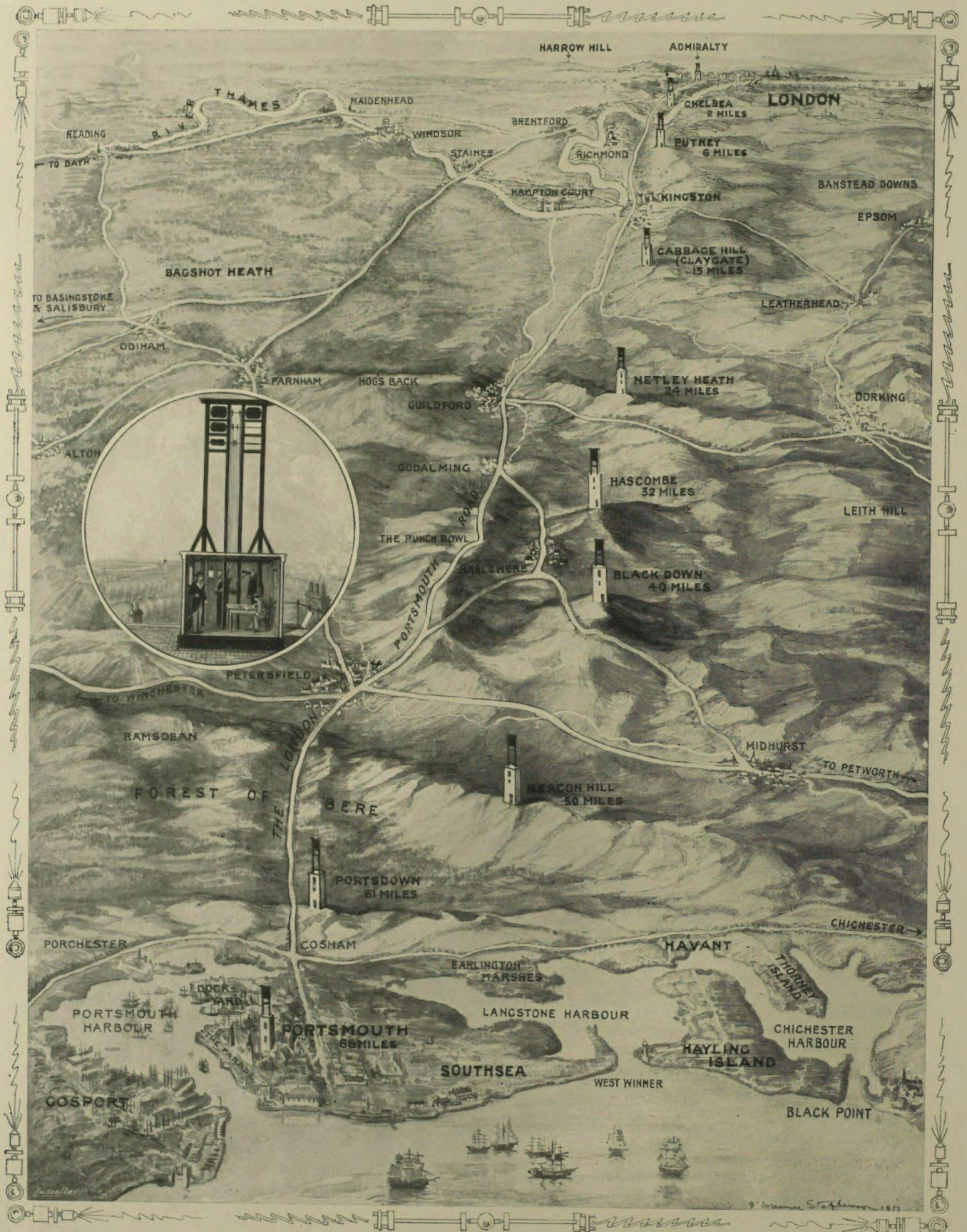


Photo. Sport and General.

DURING THE WEIGHING AND JUDGING: IN THE ENCLOSURE AT THE RECENT SEA-ANGLING COMPETITION AT MARGATE.

NELSON'S "WIRELESS": OPTICAL SIGNALLING; BEFORE MARCONIGRAMS

DRAWN BY TORRANCE STEPHENSON.



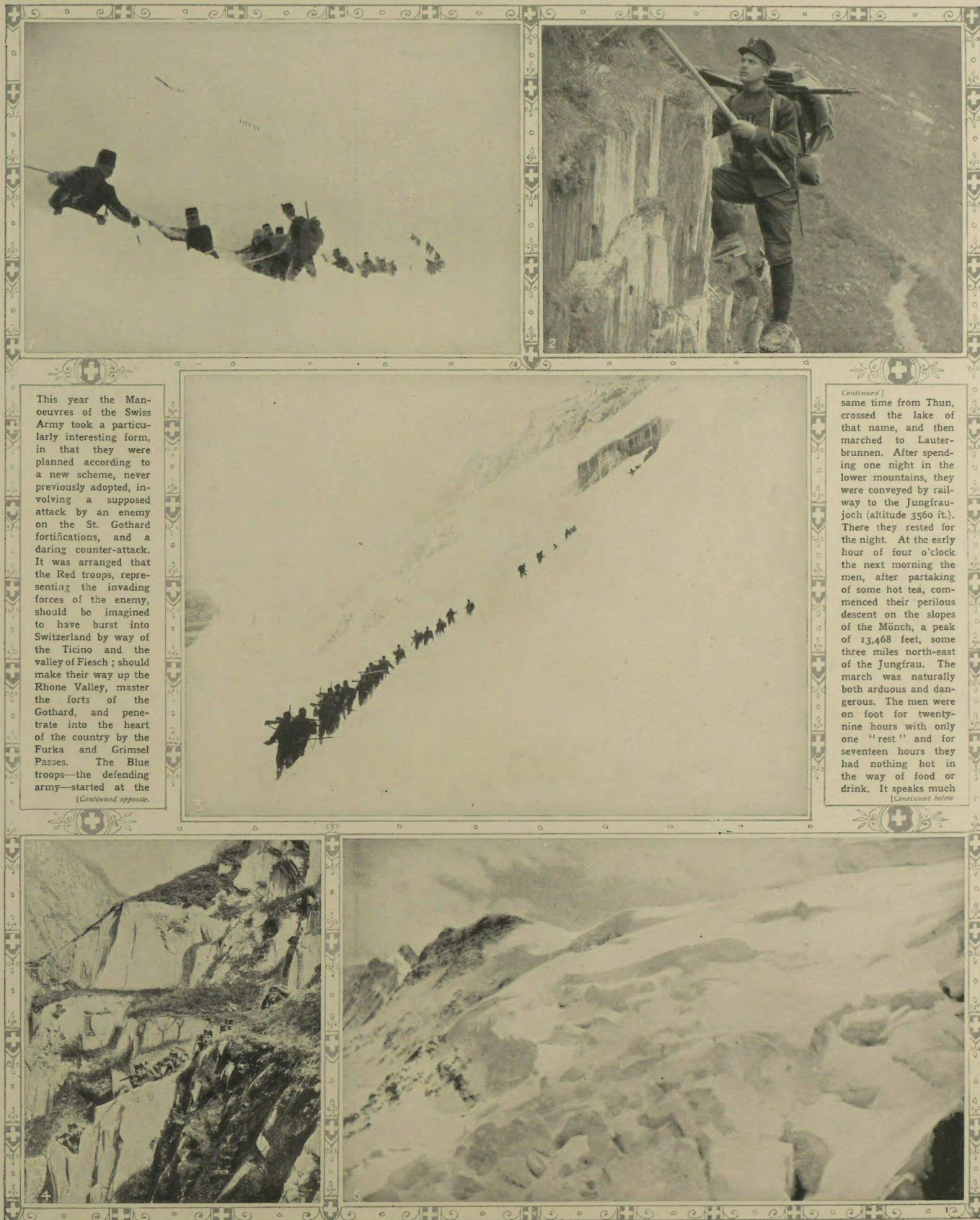
LONG BEFORE THE "WIRELESS" OF MARCONI: SIGNALS BETWEEN THE ADMIRALTY, IN WHITEHALL, AND PORTSMOUTH AS THEY WERE IN THE DAYS OF TRAFALGAR—TIME FOR A MESSAGE, 15 MINUTES.

Sight of the "wireless" masts on the roof of the Admiralty, signs of that wonderful system by means of which the officials in Whitehall are able to communicate instantaneously with British war-ships on the world's seas, makes it interesting to recall that before electrical telegraphy came into being the Admiralty was in communication with Portsmouth by means of a chain of optical signals. This came into being in 1796. Our small drawing shows the interior of one of the huts, or cabins. Fixed telescopes pointed at the adjacent signals, and a small square opening was provided for a movable telescope. Dealing with the subject recently, the "Observer"

said: "The first eight of these stations [between London and Portsmouth] served also the line to Plymouth. Another line of nineteen stations connected Whitehall with Yarmouth, and a fourth, comprising ten stations, ran to Deal. . . . Each station was in charge of a naval lieutenant, who had three or four men under him. One man received signals through the telescope, another worked the winch, the third observed the receipt of the signal at the next station, and the fourth entered the record in a journal." A message from London to Portsmouth could be completed in fifteen minutes. Messages of a stereotyped character were embodied in special short signals.

MOUNTAIN-FIGHTING: SWISS MANŒUVRING IN THEIR NATURAL DEFENCES.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, AND OTHERS.



This year the Manœuvres of the Swiss Army took a particularly interesting form, in that they were planned according to a new scheme, never previously adopted, involving a supposed attack by an enemy on the St. Gothard fortifications, and a daring counter-attack. It was arranged that the Red troops, representing the invading forces of the enemy, should be imagined to have burst into Switzerland by way of the Ticino and the valley of Fiesch; should make their way up the Rhone Valley, master the forts of the Gothard, and penetrate into the heart of the country by the Furka and Grimsel Passes. The Blue troops—the defending army—started at the

[Continued opposite.]

[Continued.] same time from Thun, crossed the lake of that name, and then marched to Lauterbrunnen. After spending one night in the lower mountains, they were conveyed by railway to the Jungfrau-joch (altitude 3560 ft.). There they rested for the night. At the early hour of four o'clock the next morning the men, after partaking of some hot tea, commenced their perilous descent on the slopes of the Mönch, a peak of 13,468 feet, some three miles north-east of the Jungfrau. The march was naturally both arduous and dangerous. The men were on foot for twenty-nine hours with only one "rest" and for seventeen hours they had nothing hot in the way of food or drink. It speaks much

[Continued below.]

1. SWISS TROOPS DESCENDING THE JUNGFRAUJOCH: ON THE ALETSCH GLACIER—A DETACHMENT OF SAPPERS AND SIX GUIDES IN THE DISTANCE.

2. PRACTISING MOUNTAIN-FIGHTING: A SWISS SOLDIER CLIMBING.

3. ROPED IN PARTIES OF SIX: SWISS TROOPS DESCENDING THE JUNGFRAUJOCH.

4. MANŒUVRING IN THE MOUNTAINS: SWISS TROOPS.

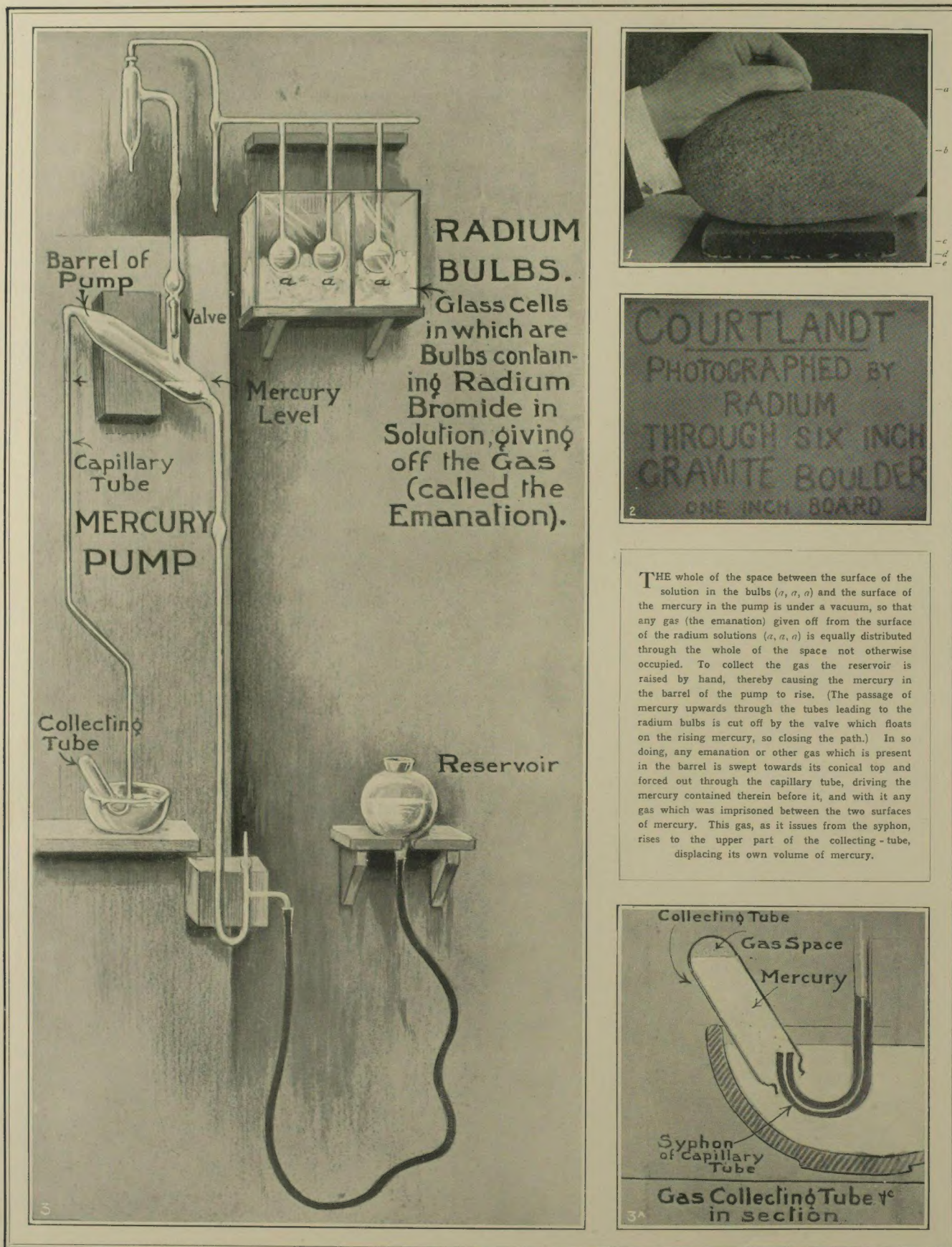
5. MANŒUVRE-GROUND FOR SWISS TROOPS: ON THE ALETSCH GLACIER.

[Continued.] for the quality of the troops that the march was successfully accomplished with very little to record in the way of casualties. There was one death, but not from a cause due to the character of the march—the man died of an attack of appendicitis. Another man broke his leg. Four men only showed any trouble at the altitude of the Jungfrau station, which is 11,679 feet. Out of the whole number of eighteen hundred men who performed the march, only a hundred and fifty had to be sent on by train after the descent. Each man had to carry equipment weighing 32 kilogrammes, or over 70 lb.

During the descent of the Mönch they were roped together in parties of six, and they had the assistance of some well-known Swiss guides. It may be mentioned that Switzerland depends for defence upon a national militia, service in which is compulsory and universal for able-bodied men, with few exemptions. "The total number of combatants in the field army" (we quote "The Statesman's Year-Book") "may be taken at 140,000. There are also separate forces, mostly Landwehr, for manning the fortifications which close the St. Gothard Pass and the Rhone Valley to any invaders from the south."

THE "BURNING BUSH" OF SCIENCE: COLLECTING RADIUM EMANATION.

DRAWN BY W. B. ROBINSON, BY COURTESY OF THE RADIIUM INSTITUTE.



1. THE POWER OF RADIUM: THE SIX-INCH BOULDER THROUGH WHICH ITS RAYS PENETRATED.

2. THE POWER OF RADIUM: THE PICTURE OF THE LEADEN LETTERS, PHOTOGRAPHED BY THE RADIUM RAYS PENETRATING THE BOULDER (THREE DAYS' EXPOSURE).

From the Radium Institute comes remarkable news. Sir Frederick Treves, the distinguished surgeon, said: "This emanation [the gas given off by radium] has exactly the same properties as pure radium, and is as efficient as pure radium for curative purposes. . . . How it [the emanation] could be carried about was an extremely difficult problem, which we have solved. . . . We . . . are now able to send supplies in plates or tubes to members of the medical profession in any part of the country. . . .

3. CATCHING THE EMANATION FROM RADIUM FOR TRANSPORTATION: PART OF THE APPARATUS FOR CATCHING THE EMANATION AND COLLECTING IT IN TUBES (ONE OF THE FIVE SETS KEPT IN THE STRONG-ROOM).

3A. EMANATION COLLECTING-TUBE, ETC., IN SECTION.

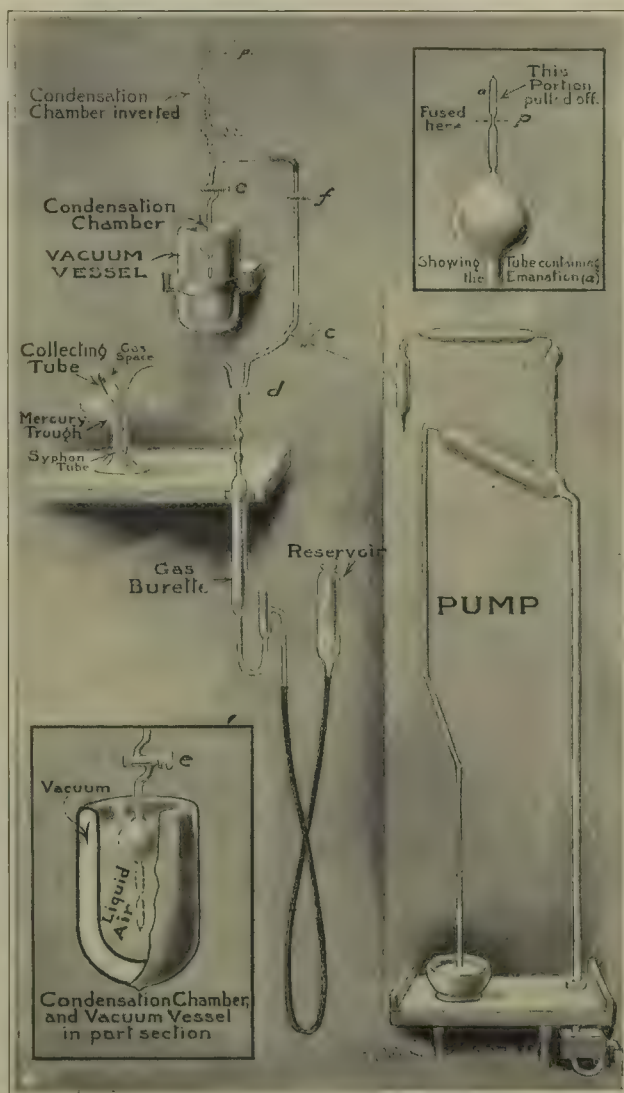
Radium gives off the emanation constantly, and itself is not destroyed. It is the only reproduction of the burning bush of Moses—constantly giving off heat and never consumed. The activity of the emanation, however, when fixed in a hollow plate or tube, decreases, falling to one-half strength in three-and-a-half days." Another branch of the activity of the Institute is the supply of water impregnated with radium emanations for consumption by sufferers from certain afflictions. "The improvements

(Continued opposite.)

"APPARENT CURES," BY RADIUM, OF CANCER AND RHEUMATISM.

DRAWN BY W. B. ROBINSON, BY COURTESY OF THE RADIUM INSTITUTE.

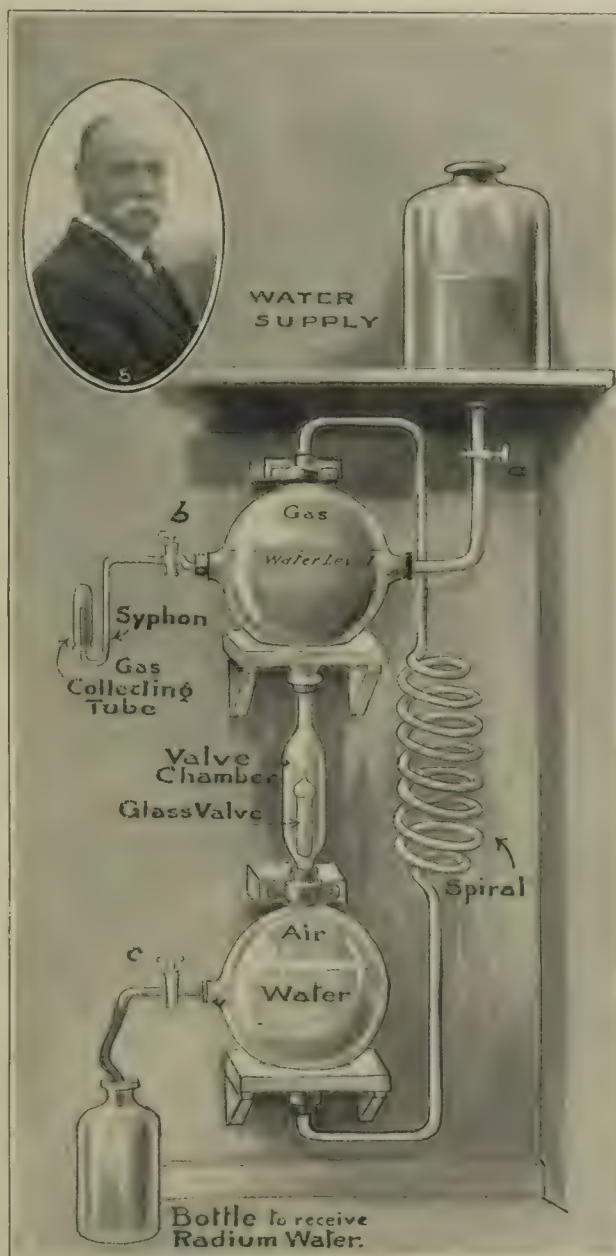
GAS having been collected in the collecting-tube is transferred to the mercury-trough. The gas, consisting of the emanation, together with hydrogen and oxygen which have been separated from the water contained in the radium bulbs, has to be purified and concentrated so that only the emanation remains. To do this the gas-collecting tube is depressed in the mercury-trough so that the gas space is in communication with the open end of the syphon-tube. By lowering the reservoir the active gas is drawn into the burette until it is followed by mercury, which has displaced the gas which was in the collecting-tube. The stop-cock *c* is now closed, and the stop-cock *d* turned so as to allow the gas to flow into the upper part of the circuit and condensation-chamber. The whole of this has been previously evacuated by the pump. As the gas rushes through, it is followed by mercury, which flows on till it reaches the stop-cock *e*. The whole of the gas which was contained in the gas-collecting tube has now been driven into the condensation-chamber, the stop-cock of which is now closed so that mercury cannot enter. The vacuum-vessel surrounding the condensation-chamber is now filled with liquid air, which is a liquid having a temperature of minus 185 deg. C. At this temperature the emanation contained in the condensation-chamber is condensed to a solid, while the other impurities (oxygen and hydrogen, etc.) remain gaseous. By now opening the stop-cocks to the pump, the mercury contained in the tubes, and any gas which remains uncondensed in the condensation-chamber, is pumped away, and the whole of the gas constituting the impurities is removed. This having been done, and stop-cocks *c* and *e* closed, the condensation-chamber is withdrawn from the liquid air and inverted, and stop-cocks *d* and *f* are opened, and mercury allowed to flow up to point *p*. This completes the operation.



4. CATCHING THE EMANATION FROM RADIUM FOR TRANSPORTATION: PART OF THE APPARATUS FOR CATCHING THE EMANATION AND COLLECTING IT IN TUBES. (FOR THE OTHER PART, SEE NO. 3, OPPOSITE; THIS PART IS KEPT IN THE LABORATORY.)

Continued.]

brought about in the condition of patients by drinking radium water strong enough to be luminous," continued Sir Frederick Treves, "are marvellous. . . . It has been tried in cases of arthritis deformans (a generic term for some affections of the joints, such as gout and rheumatism), and in forty per cent. of the cases . . . most marked benefits have followed the consumption of the water." Radium, it may also be noted, has made quite a number of "apparent cures" of cancer: beyond "apparent cures" the doctors will not, of course, at present go. The Radium Institute has, at its premises in Riding House Street, West London, four grammes of radium, worth, at its present reputed



THE gas-collecting tube on the left contains the emanation. To admit gas, the stop-cock *a* is closed. The stop-cock *b* is opened, making communication through the syphon to the gas in the collecting-tube. On opening stop-cock *c*, some of the water contained in the globe is allowed to flow out, thereby causing a slightly reduced pressure, sucking in the gas from the collecting-tube through the syphon into the top globe. The stop-cocks *b* and *c* are then closed, and the stop-cock *a* being open the apparatus is now ready for use. Water for despatch is drawn by opening the lower stop-cock (*e*), and while water is being drawn off it is replaced by water from the supply above and passes into the top globe, driving the air therein through the spiral, compelling it to find its way into the globe below. Presuming the bottle is now filled and the stop-cock *e* closed, the glass valve in the valve-chamber floats on the air in the valve-chamber, causing the air to ascend again into the globe above, and the cycle of the gas is complete.

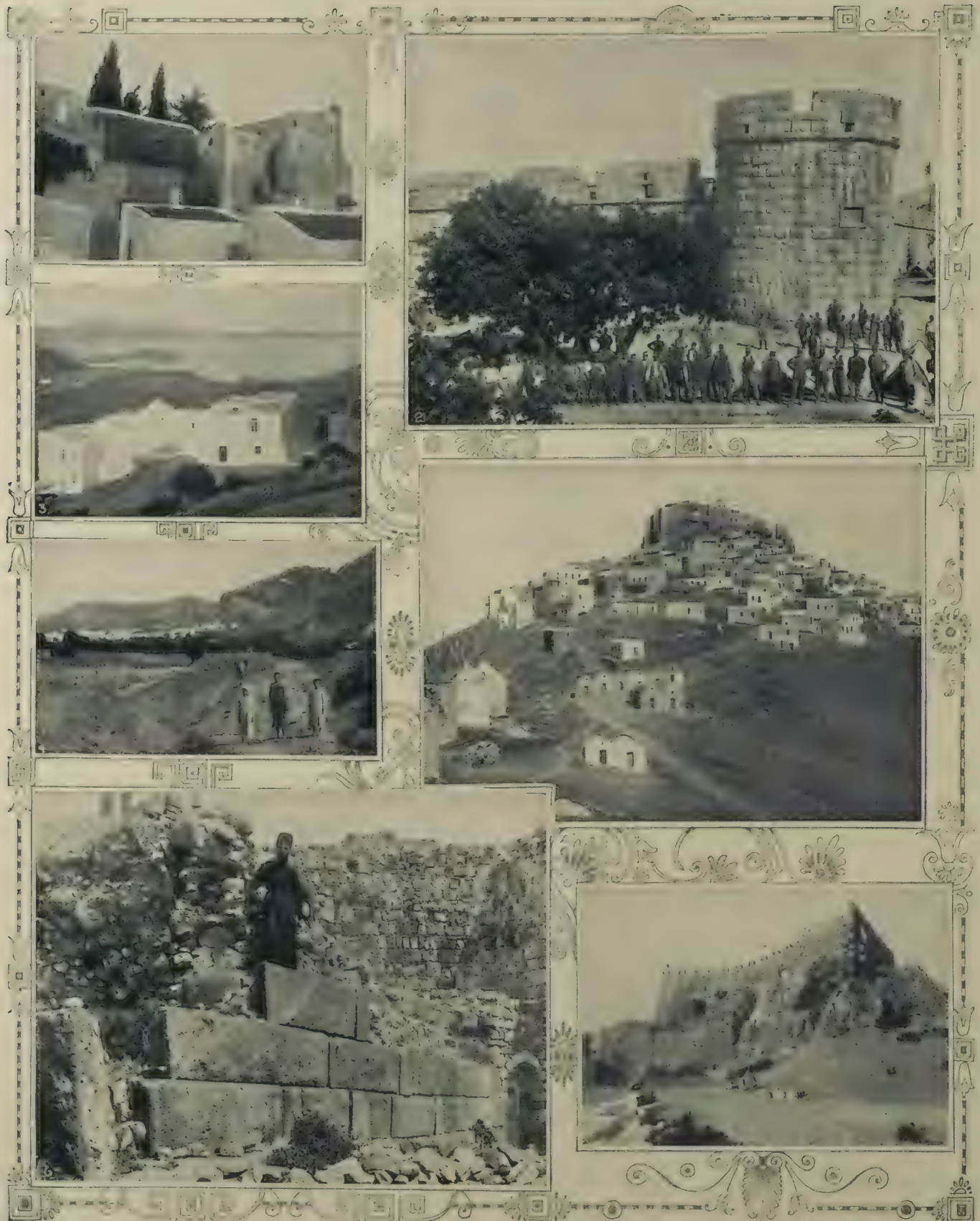
5. SIR FREDERICK TREVES.

6. FOR IMPREGNATING WATER WITH THE EMANATION FROM RADIUM: AN AUTOMATIC APPARATUS.

price, £80,000. This is kept in an iron room resembling a huge safe. From one grammes of radium the Institute is obtaining daily emanations equivalent to 150 milligrammes. With regard to the experiment with radium and the granite boulder, made by Dr. Robert Abbe, of New York, the doctor wrote: "He brought me a smooth granite boulder (*b*). I cut a strip of lead wire into bits and twisted them into letters (*d*), which I laid upon the thick light-proof envelopes enclosing a photographic plate (*e*). On these I laid a board (*c*), and on this the stone. On the top of the stone I placed a small glass tube containing a bit of radium (*a*) about the size of a grain of rice sixty milligrammes."

STILL IN ITALY'S HANDS: "PLEDGED" ISLANDS OF THE AEGEAN.

PHOTOGRAPHS SUPPLIED BY PROFESSOR F. HALDHERR.



1. SYMI: RUINS OF THE CASTLE OF THE KNIGHTS; AND THE MODERN GREEK CHURCH.
2. KOS, THE BIRTHPLACE OF HIPPOCRATES, THE FATHER OF MEDICINE.
3. PATMOS, WHERE "ST. JOHN SAW THE VISION OF THE APOCALYPSE": THE GREEK CHURCH.
4. KALYMNOS: THE CHIEF OF THE ISLANDS OF THE SPONGE-DIVERS AND DEALERS: THE OLD AND THE NEW CITY.

As far back as June of this year, the "Tribuna" argued: "There is the question of the islands recently occupied by Greece, which does form part of the general problem raised by the Balkan War; on the other hand, there is the question of the islands occupied by Italy [shown on these two pages], which has nothing to do with the present situation. The latter question is antecedent to and entirely independent of the Balkan

5. STAMPALIA. THE ANCIENT ASTYPALAEA: A VIEW OF THE ISLAND, A FEATURE OF WHICH IS THE VENETIAN CASTLE OF THE QUIRINI FAMILY.
6. NISYROS, AN ACTIVELY VOLCANIC ISLAND—PART OF THE REMAINS OF THE ANCIENT TEMPLE AND MEDIAEVAL CASTLE.
7. LERO, THE ANCIENT LEROS: THE VENETIAN CASTLE.

War and its results. These islands were occupied by Italy during her war with Turkey [in Tripoli], and retained after the Treaty of Lausanne as pledges for undertakings definitely entered into by Turkey. Until those undertakings are carried out there can be no possibility of Italy's renouncing possession of her pledges. In other words, as long as there are still Turkish troops in Cyrenaica, Italy cannot abandon her only means

(Continued opposite.)

CONCERNS OF THE POWERS OR NO?—"ITALIAN" ISLANDS OF THE AEGEAN.

PHOTOGRAPHS SUPPLIED BY PROFESSOR F. HALDHERR.



1. KARPATOS: THE BAY AND VILLAGE OF PEGADIA, OCCUPYING THE SITE OF THE ANCIENT CITY OF POSEIDION.

2. CHALKE: THE CASTLE OF THE RHODIAN KNIGHTS ON THE SMALL ROCKY ISLAND. *Continued.* of enforcing their departure." This month a Turkish semi-official communiqué said: "The Porte adheres to the terms of the answer which it made to the Powers when notified by them that they reserved to themselves the question of the islands for decision. The Porte then declared that she was unable to renounce the islands along the coast of Asia Minor and at the mouth of the Dardanelles, which are necessary for the safety of Turkey. These are the twelve islands occupied by Italy, and Chios, Mytilene, Tenedos,

3. PISCOPIA, THE ANCIENT TELOS: THE RUINS OF ST. STEPHEN'S CASTLE OF THE KNIGHTS.

4. KASOS: THE SOUTHERNMOST OF THE ISLANDS OCCUPIED BY ITALY

5. RHODES: THE FINE DOORWAY OF THE HOSTEL DE FRANCE.

Lemnos, Imbros, and Samothrace. Conversations will only be begun with Greece on this subject 'if Greece desires it and accepts the Ottoman point of view.'" So Turkey threw down the gauntlet for Greece to pick up or not. Immediately afterwards, the Greek Government declined to negotiate directly with the Turkish Government on the question of the islands, and notified the Powers that she relied on them to carry out the provisions of the recent Treaty of London on the point.

ART, MUSIC



A GREEK ARTIST DECORATING AN AMPHORA.

ART NOTES.

EL GRECO creates disorder at the Grafton Galleries. He is like Christopher Smart, whose madness was apparent, said his contemporaries, in his habit of wearing black shirts and kneeling in the street to say his prayers. Christopher's was the figure, whether very mad or very sane, to catch the eye. The ordinary pedestrian, clean and upright, became uninteresting while the unseemly gentleman was in the gutter. So, also, among the Spanish pictures. The pedestrian inspiration of the Murillos and del Mazos does not hold the attention.

When a big man kneels among children or small people he is still big: El Greco, whose pictures are acts of faith, towers above the little standing army of lesser masters. His manner is as great as Tintoretto's, but he is a Tintoretto in rags and tatters. Instead of lending his brush to the service of civic ceremonial and luxury, he gave it to the penitent St. Peter, to a haggard St. Francis receiving the Stigmata, to a long sequence of Crucifixions. He painted, also, scenes of splendid and elaborate ritual, and Spanish nobles are in attendance when he sets forth a miracle. Indeed, he can be as vastly grand and eloquent as the Venetian. But, even so, he dashes human vanity to the ground or lifts it to a heaven where it is of no consequence. Forked lightning plays round the heads of his great personages; they are distorted into daft shapes and must move in floods of cold, spectral colour. All his bishops are translated into regions of distressful ecstasy.

Tintoretto's "Paradise" fits the end of a ducal chamber. It conforms—magnificently, it is true, but yet conforms—to the requirements of a Doge's commission. But no Doge would have found comfort in

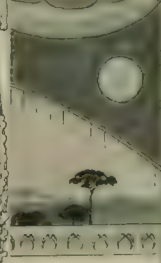


"SEALED ORDERS," AT DRURY LANE: THE AIRSHIP-FIGHTING GUN DIRECTED AGAINST THE MYSTERIOUS DIRIGIBLE.

Photograph by Foulsham and Hanfield.

El Greco's paradise. When he is most sublime he is most preposterous. He was, Mr. Shane Leslie has said, a voice crying in the wilderness of Spanish art—a voice which, like the preacher's, might lose or win a soul: "his pictures were conceived in the darkness of

& THE DRAMA.



A POMPEIAN WOMAN-PAINTER.

THE PLAYHOUSES.

"COLLISION," AT THE VAUDEVILLE.

AN author may try to do too much in a play, with the result that the impression produced is of something chaotic and confused. Miss Bridget Maclagan has committed this mistake in adapting her story, "Collision," for the stage. She has called upon drama to do the work of a novel; she has counted on being able to present as many phases of life through the one medium as the other. Hence, instead of a piece of art, clear-cut in outline and progressive in development, we get what may

be compared with a series of kaleidoscopic effects blurred. What she has sought to show us is the variegated pattern of civilisation in India, native and official, ruled and rulers, brown and white, responsible and irresponsible, the reconciled and the irreconcilable, the blind and the enlightened; and in a way she has succeeded in giving some notion of the phantasmagoria. But she has overlooked the need of economy and of selection, and has crammed too much material into her design—has attempted to tell too many stories, and even in doing this has concerned herself less with emotions than with ideas. As a consequence, the wish to express opinions betrays her into rhetoric, and the anxiety to cover as much ground as possible causes her stories to get in each other's way. It seems as if she picked up threads only to drop them, brought forward characters merely to draw a moral or suggest a

thought or illustrate a point of view through them. Crowds of them there are, and no one story is allowed to dominate the rest and so create coherence. So that even the splendid acting of Mr. Norman McKinnel as the Governor who is unable always to govern himself cannot reconcile us to the belief that we have genuine drama.

(Other Playhouse Notes elsewhere in the Number.)



"SEALED ORDERS," AT DRURY LANE: THE HERO TAKES A HIGH DIVE FROM THE BATTLE-SHIP THAT HE MAY NOT HAVE TO DISCLOSE A LETTER COMPROMISING HIS SISTER, THE ADMIRAL'S WIFE, DURING THE SEARCH FOR THE MISSING SEALED ORDERS.

Photograph by Foulsham and Hanfield.

despair initial to all mysticism," and his heaven breaks like uncertain moonlight on a night of storm. The chief effect of the pictures at the Grafton Galleries is to make one aware, not of the greatness of these El Grecos, but of the greatness of El Greco at large. Of the large and varied gathering of pictures by and attributed to Velasquez, of the Goyas, and of the Primitives, we shall speak in another issue.—E. M.



"SEALED ORDERS," AT DRURY LANE: LADY FELICIA GAVESTON, WIFE OF THE ADMIRAL, IS PERSUADED TO GAMBLE HEAVILY IN A SOCIETY GAMING-DEN IN THE HOPE THAT SHE WILL MAKE ENOUGH MONEY TO PAY HER PRESSING DEBTS.

Photograph by Foulsham and Hanfield.



"SEALED ORDERS," AT DRURY LANE: IN CHRISTIE'S AUCTION-ROOMS, IN WHICH GASTON FOURNAL (THE FORMER JOHN LE PACE) BETRAYS HIMSELF TO THOSE SEEKING TO REVENGE THEMSELVES UPON HIM.

Photograph by Foulsham and Hanfield.

PREACHER OF A "REVOLUTIONARY" SERMON ON INVOCATION OF SAINTS.

PHOTOGRAPH BY ALBERT HUSTER



THE FAMOUS CLERIC WHO PLEADS FOR A REVIVAL IN THE CHURCH OF ENGLAND OF A BELIEF IN THE DOCTRINE OF THE COMMUNION OF SAINTS: THE BISHOP OF LONDON

At the Church Congress the other day, the Bishop of London preached a sermon which has aroused very extraordinary interest. In the course of this, he said: "I would ask you to turn your eyes from this world . . . to another . . . to look up from the heat and struggle of the stadium to those tiers after tiers of spectators who look down upon the conflict which they once knew so well. There they are in their million and tens of million. . . . During my visit to Russia, when I had a long conversation through an interpreter with the authorities of the Russian Church, nothing seemed to strike them more forcibly than the little connection which we seemed in our Church to have with that multitude. . . . They ended by saying: 'Surely, Bishop, yours is a very unloving doctrine: we love our dear ones in the other world; they are close to us; our boys speak to their mothers

in Paradise as if they were in the same room. We are not Roman Catholics any more than you, and repudiate the claim of the Pope to jurisdiction over us as you do, but we should miss sorely our belief in the prayers and intercessions for which we are allowed to ask from the great cloud of witnesses.' " Later, the Bishop, acknowledging difficulties which he said must be faced and overcome if we are to assent to the revival of any form of direct Invocation of Saints in our public services, said: "It would 'strengthen the wavering line' more than we know if we thought more of those noble souls who still think of us, still pray for us, and still love us. . . . I would plead then, for a revival in the Church of a belief in the great doctrine of the Communion of Saints." The sermon is regarded by some as "revolutionary."

THE NEW ATHLETICISM ABROAD: OUR NEIGHBOURS' INTEREST IN TRAINING FOR THE VICTOR'S WREATH.

DRAWN BY L. SABATTIER.

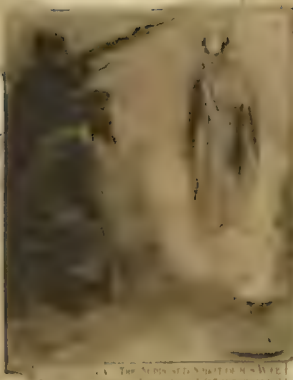
A SEQUEL TO FRANCE'S NON-SUCCESS AT THE LAST OLYMPIC GAMES AND A PROOF OF
IN THE STADIUM OF THE NEW

Great Britain is not the only country which has taken to heart its non-success at the last Olympic Games, and is spending money on the training of its athletes and raising the general standard of physical efficiency. As mentioned in connection with an illustration in our last issue, France has built a new college for athletes at Rheims, to which is attached a large open-air stadium. The project began to take shape immediately after the defeat of the French representatives in the last Olympic

HER DESIRE TO REACH A MUCH HIGHER STANDARD IN BERLIN: VISITORS AND ATHLETES
COLLEGE OF ATHLETES AT RHEIMS.

Games, at Stockholm; and the ground on which the institution stands, part of the great Pommery Park, was presented by the Marquis de Polignac. Our drawing shows some of the athletic pupils chatting to friends, and, as we remarked last week, it may be seen that the costume adopted for training is distinctly of the sun-bath type. The pupils are not all regular athletes, but many of them are men of various professions—including writers, doctors, and so on—desirous of improving their physical condition.

SCIENCE AND NATURAL HISTORY

THE NATIVE AMERICAN MAN
GIVEN BY THE NATIVE AMERICAN

RITES WHICH PRECEDED DANCE: DRUGS OFFERING HUMAN SACRIFICE

MAKING A COMFORT WITH PATA: A NATIVE AMERICAN
ENJOYING A CALLING IN THE COUNTRYSCIENCE
JOTTINGS.
ANIMAL
DREADNOUGHTS.

IN these pugnacious times, a survey of the methods of attack and defence adopted by some of the lower orders of creation affords a theme of more than ordinary interest. One meets with some animals which simply invite their neighbours to tread on their coat-tails, and those who accept the challenge are generally very sorry for themselves immediately afterwards! Others have the power of instantly converting themselves into a veritable "Palace of Peace," though the walls thereof, in some cases, may bristle with bayonets.

The hedgehog and the porcupine afford instances of this kind. These are feeble folk, dull-witted, slow-footed, and taciturn; though there be some who would have us believe that the hedgehog, at any rate, is a "very devil of a fellow." He will not only rob hen-roosts, but he will levy a further tax on the farmer by milking the cows as they lie chewing the cud of disappointed maternity. Poor, maligned, misunderstood hedgehog! It is true that he is guilty of petty theft on occasion, but crime he can never rise to.

Being of a Quaker-like disposition, when danger threatens he simply retires within himself, tucking his head between his hind-legs, when automatically he becomes a sort of animated pin-cushion—the "business" end of the pins outwards. Having "sporting his oak," nothing will induce him to display any further sign of hostility.

The "fretful porcupine," when red-handed violence overtakes him, thrusts his head between his fore-legs and turns his back on his enemy, as if unwilling to witness the pain he is about to inflict. For when in this position he presents a most formidable and dangerous armament of spines as

sharp as needles, and far stronger. But the porcupine is burly, and often fat. Hence, to a hungry lion or tiger, eight-and-twenty pounds of toothsome meat, which "tastes like veal," is worth a few pin-pricks; and he is accordingly slain. Often, however, the biter is indeed bitten,

head and tail come together and close

the only aperture left by this acrobatic feat. The South American armadillo has a cousin in Africa, the manis. In this animal the body is protected by a cuirass of horny plates, formed of agglutinated hairs. His mode of repelling unwelcome advances is to bend himself double and enwrap himself with his tail. Peaceful persuasion must be long-sustained indeed before it will prevail in inducing him to unfold

But the manis has another method of escaping unwelcome attention. He will grip the bole of a tree with his hind-legs, and then, supported by his tail, he will bend his body earthwards till it makes a right angle with the tree. Thus posed he will remain motionless for hours, and looks for all the world like the stump of a broken branch!

The device of the armadillo has a parallel in the tortoise. But here the under-surface of the body is also protected by a bony shield. It is not necessary, therefore, to double up the body; the only apertures are closed by the head and fore-legs and the tail, whose surfaces are armoured. But in some of the tortoises the back-shield is hinged, so that it can be drawn downwards to close the fortress against invaders. In other species the hinge is formed across the breast-shield, but the effect is the same.

"Land-lubbers," however, are not alone in these curious means of defence. Many of the fishes present precisely similar forms of armature. The globe-fishes and box-fishes afford instances with which most of my readers must be familiar. But how is it that these modes of defence are not more commonly met with; and what are the forces which have brought into being devices so similar in creatures so diverse?—W. P. PYCRAFT

ENCASED IN AN ARMATURE OF HORNY PLATES: THE MANIS,
OR PANGOLIN, AN AFRICAN ANT-EATER

Photograph by D. Seth-Smith

for lions have been found with porcupine quills stuck through their cheeks or driven well home into the foot. Dogs are often blinded, or even killed, in making similar ventures.

The spines, both of the hedgehog and the porcupine, are nothing more than excessively enlarged hairs, and on the bodies of these animals every gradation between hairs and spines can be found. But in the two animals now to be discussed the armature is of a very different kind.

In the armadillo the body is invested in a coat of mail, formed by a bony back-shield, hinged across the middle, and overlaid with horny plates. The crown of the head and the tail are similarly protected. When threatened during his walks abroad, all this armoured cruiser has to do is to double himself up, so that his



ROLLED UP IN HIS ARMOUR: AN ARMADILLO SELF-PROTECTED.

When threatened during his walks abroad, all this armoured cruiser has to do is to double himself up, so that his head and tail come together and close the only aperture left by this acrobatic feat. The armadillo is a native of South America

Photograph by W. P. Pycraft.



"SPORTING HIS OAK": THE MANIS DOUBLED UP.

In this animal the body is protected by a cuirass of horny plates, formed of agglutinated hairs. His mode of repelling unwelcome advances is to bend himself double and enwrap himself with his tail. Sometimes he poses as part of a tree.

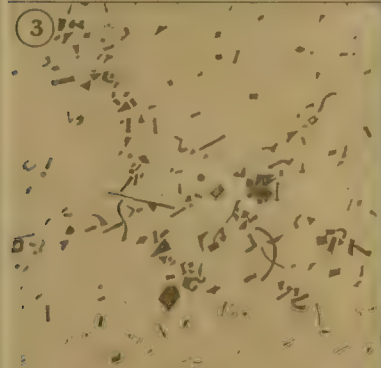
Photograph by D. Seth-Smith.

COUSINS OF THE EARTH: PLANETS—THEIR SURFACES.—No. II. MARS.

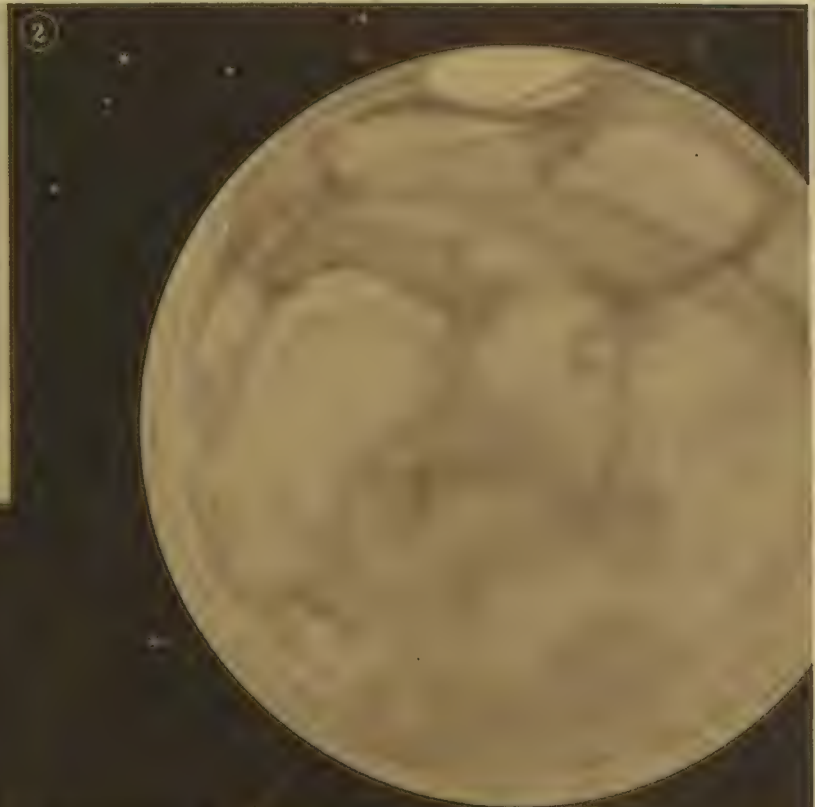
DRAWN BY SCRIVEN BOLTON, F.R.A.S.



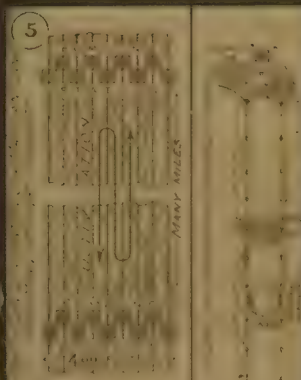
1
THE CANALS AS THEY APPEARED AT THE TIME OF DISCOVERY IN 1877.



3
A CONGLOMERATION OF DOTS CAN PRODUCE "CANALS" WHEN EXAMINED AT A DISTANCE.



2
TELESCOPIC VIEW OF MARS WHEN CLOSE TO THE EARTH IN 1909. BY ASTRONOMERS USING FAR MORE POWERFUL TELESCOPES THAN HITHERTO, NO TRACE OF THE CANALS COULD BE DISCERNED. THE PLANET RESEMBLED A WORLD OF SNOW AND ICE.



5
IF THE CANALS ON MARS EXIST, AND ARE OF ARTIFICIAL ORIGIN, WE MIGHT SUPPOSE THEM TO HAVE BEEN CONSTRUCTED BY THE AID OF CONDUITS AND PUMPING STATIONS.

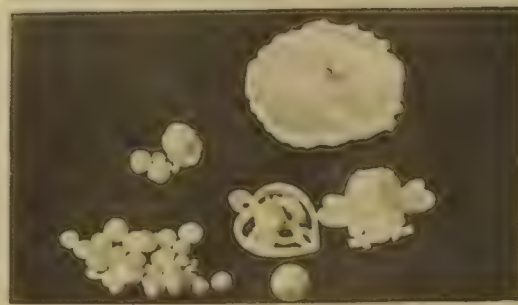


ARE ITS "CANALS" NO MORE THAN A CONGLOMERATION OF SPOTS PLACED AT SUCH A DISTANCE FROM ONE ANOTHER THAT THEY CANNOT BE SEEN SEPARATELY? MARS; AND "THE MARTIAN'S ENGINEERING."

That the "canals" on Mars, as drawn by astronomers, resemble a network of artificial waterways, no one will deny (Figs. 1 and 4). A significant fact regarding these canals has arisen: the more powerful the telescopes used, the less chance there is, apparently, of discerning the canals, albeit markings fainter than the supposed canals become visible in the ratio of increased telescopic power. When, in 1909, Mars came unusually near the Earth, the largest telescopes were used, and with what result? That network of canals which had been seen with smaller

telescopes for upwards of forty years, was absent from Mars! (Fig. 2). Authoritative opinion was unanimous in declaring that the telescopes were too powerful to show canals. What is the inference? Recollect that the Martian surface is spotted and chequered; that such faint details are resolvable only with powerful telescopes. Imagine dots (Fig. 3) placed at such a distance that they cannot be seen separately, and lines may be produced. Mars' markings prove deceptive by their vast distance. An idea how the canals seem to arise is shown in Fig. 4.

SEEKING GEMS MADE BY IRRITATED OYSTERS: THE PEARLING INDUSTRY.



PEARLING is both a great adventure and a great industry; it has its romance and its commercial aspects. The pearl, ornament of Neptune's crown, is the only jewel the kingdom of the seas produces; it is of great price, and there is danger in seeking it. In dealing with the subject of pearling, the greatest illusion to be dissipated is that the search for pearls alone is what constitutes the industry. Pearls merely provide the "sporting chance" in it. To search for pearls alone would hardly pay under modern conditions. The shell, the mother-of-pearl, is what makes the enterprise one in which capital may fairly safely embark, for only about five per cent. of shells recovered on any pearling ground in the world contain the offspring of the mother, and even then the quantity of marketable pearls is small. If we could afford to ruin a gem to satisfy our curiosity, we should, with the aid of a microscope, find as the nucleus of most pearls the dead body of a small intruding organism that once irritated an oyster, which, to stop that irritation by the foreign body, entombed it alive by depositing layer after layer of pearl substance around it. Instead of the organism, the irritant may have been grit, or weed, or some other foreign substance. Pearls and pearl-shell are found over vast tracts of tropic seas, and when diving is practicable at greater depths than at present, they will be recovered from wider areas yet. At present the industry is confined to shallow waters near coast-lines which offer the right facilities. In Western Australia, the industry flourishes all up the north-west coast, with Broome, and the shallow waters near by, as the centres of the greatest activity. In the early days of the industry the diving was done by naked aborigines, but to-day diving is a science of complicated mechanism and appliances. The diving-dress is used entirely. Pearling is conducted from luggers, vessels of from ten to fourteen tons or more, schooner-rigged. In Western Australia, which last year exported pearls and pearl-shell to the value of close on £600,000, there are some hundreds of these ships engaged, and the industry, besides supporting a town of 4000 people, directly employs 3000 others, mostly coloured

(Continued below.)



1. THE WORK OF AN IRRITATED OYSTER BENT ON COVERING THE ORGANISM ANNOYING IT: A FINE PEARL IN THE SHELL.
2. TO ILLUSTRATE THE POINT THAT THE MOTHER-OF-PEARL IS AS VALUABLE TO THE INDUSTRY AS THE PEARL: PEARLS AND SHELL-ORNAMENTS.

Continued.]

Each lugger has a crew of from three to five men—Chinese, Malays, Manilamen, Javanese, and Japanese. The diver is the most important man in the industry. He is generally a Japanese, for they are the best divers. The only white men actively engaged in the industry are the owners of the luggers, or fleets of them, and the shell-openers. The lugger is sailed to the pearling ground, and there

3. OPENING THE OYSTERS ON THE "SPORTING CHANCE" OF FINDING PEARLS: A WHITE SHELL-OPENER AT WORK.
4. UNLOADING SHELL: THE DECK OF A TYPICAL LUGGER.
5. HIGH AND DRY AT LOW TIDE: A PEARLING FLEET.

she remains from April to November. At daylight the diver goes down in the regulation diving-dress, and descends rapidly to the ocean floor. As the current generally runs strongly, he is carried with it, the lugger drifting after him. When, as is frequently the case, the current runs at seven miles an hour, the diver gathers his oysters as he goes and cannot turn back. He grabs the shells and places them in his basket, then

(Continued opposite.)

SCIENTIFIC PEARLING: WRESTING THE ONLY GEMS FROM NEPTUNE'S CROWN.



A DIVER AT WORK, AND; ANOTHER "FIGHTING" THE EXCESS OF NITROGEN OUT OF HIS BODY WHILE BEING "STAGED" DURING HIS ASCENT TO THE SURFACE: GATHERING PEARL-OYSTERS IN WESTERN AUSTRALIAN WATERS.

Continued.

signals for it to be hauled up. The greatest enemy of the diver is paralysis, and this, strangely enough, is not caused by sending him into the sea, but in carelessly taking him out of it. In bringing a diver to the surface from any great depth (here it may be stated the general depth is fourteen fathoms, and the greatest, twenty-five) as much as half-an-hour is spent in what is known as "staging" him. He is brought up to a certain depth from the surface and there held, while he fights vigorously with arms

and legs to quicken the circulation temporarily, and so to assist in sweeping the excess of nitrogen out of the tissues of the body. This excess of nitrogen, forced into the blood under pressure of air and water, is the cause of diver's paralysis. At various depths before reaching the surface, the good diver who understands what causes paralysis will "stage" and prepare himself to leave the water. Once on the deck of the lugger, he will rest and recover himself for another descent, and so throughout the day.

HOW THE BLACK WATCH CAME BY THEIR NAME: THE INDEPENDENT COMPANIES OF HIGHLANDERS ON THE MARCH.

FROM THE PAINTING BY R. CATON WOODVILLE.



"BLACK" FROM THEIR DARK TARTAN: "WATCH" FROM THEIR WATCHMAN-LIKE WORK: THE BLACK WATCH MARCHING THROUGH EDINBURGH TO THE PROTECTION OF THAT CITY IN 1730.

The Royal Highland Regiment came into existence and gained its familiar name, "the Black Watch," in the following manner: In 1730, six independent companies of Highlanders were raised for the protection of Edinburgh. Three of the companies consisted of 100 men each, commanded by a Captain, and three of 70 men each, commanded by Captain-Lieutenants; the whole body being chiefly raised from the clans Campbell, Grant, and Munro. These independent companies were, in 1731, amalgamated into a regular regiment under the title of the "Highland Regiment," commanded by the Earl of Crawford, which, in 1751, was numbered the 42nd. On becoming

amalgamated, the bright colours in the tartans were extracted, leaving only the dark-green ground as a tartan, and from this circumstance came the title, "The Black Watch." We quote "Nicknames and Traditions in the Army"; and may add that the "Black" came from the dark-green tartan, as already mentioned; the "Watch" from the fact that, practically, the men did the work of watchmen. We may mention that on our "Literature" page in this number appears a review of a new book containing the Medal Roll of the Black Watch, and three reproductions of illustrations from the volume.

FEATHERS FORBIDDEN IN AMERICA! THE QUESTION OF THE PLUME-BIRDS.

PHOTOGRAPHS BY JULIAN A. DIMOCK.



NOT IN DANGER: EGGS OF AN EGRET
IN THE NEST.



SORRY TO HAVE BEEN VENTURESOME:
A LOUISIANA HERON.



CLAMOURING FOR FISH AND FROGS: LONG-WHITE ORPHANS
IN THE NEST.



THREE PLUME-BIRDS ON A BOUGH: LOUISIANA HERONS.



A SURVIVOR OF A RAIDED ROOKERY: A YOUNG LONG-WHITE.



FARING FOR ITSELF: A YOUNG IBIS;
IN HIS FIRST YEAR.



ON HER NEST: A MOTHER CURLEW,
OR WHITE IBIS.



FROM A NEST IN THE GLADES BEHIND A ROOKERY:
YOUNG LIMPKINS.

It was announced from New York a day or two ago that the United States Customs officers there had begun to say to ladies disembarking: "Your hat, if you please, Madam; we must have that aigrette," and that they soon collected a goodly pile of aigrettes and stuffed birds, worth hundreds of pounds. This on the first day of the new tariff, which forbids the importation of all feathers plucked from live birds. Things being so on "the other side," we think it interesting to give these very excellent photographs by Mr. Julian A. Dimock, who has identified himself closely with those of his fellow-countrymen who wish, as they say, "to save the plume-birds."

Mr. Dimock, suggesting a plan of protection, has written: "To protect a plume-bird rookery adequately it must be guarded for the first six months of the year. To give the guardian a fair chance of survival against stray gun-shots the men must work in couples. . . . The second year the birds would probably have learned their lesson, and for a hundred miles around would gather to nest in the guarded spot, and the cost per bird would take me into decimals." It is understood that the owners of the confiscated plumage are to be given the chance of returning their feathers to the European dealers from whom they purchased them.

"TAXI-ING" BEHIND A MOTOR-BOAT: A NEW THRILL FOR BATHERS.

DRAWN BY FRÉDÉRIC DE HAENEN FROM AN ILLUSTRATION IN "POPULAR MECHANICS," BY COURTESY OF THAT MAGAZINE.



KEPT ON THE SURFACE BY SPEED: WATER-PLANING ON A PLANK TOWED AT THIRTY-FIVE MILES AN HOUR.

"Water-planing on a plank towed by a speedy motor-boat," says a writer in "Popular Mechanics," "is one of the most exciting water-sports, that has become very popular this season [in America]. . . . All that is necessary for the sport is a fast motor-boat and a strong plank, 6 ft. long and 2 ft. wide, with a tow-rope attached to the front end, and two reins for the rider to use in maintaining his balance. . . . Standing still, the plank is hardly sufficient to support a man, but at eight miles an hour it begins to

ride lightly on the water just like a hydroplane. As the speed increases to twenty-five or thirty-five miles an hour, the front end of the plank rises high above the water, and the craft skims the surface on its 'heel.' Skilful balancing will take it around sharp turns without capsizing." In using the airman's term, "taxi-ing," of this new sport, we should point out that strictly, of course, to "taxi" is to skim along the surface in a water-plane preparatory to rising into the air.

Literature



MR. E. F. BENSON.
Who has written a sequel
to his famous Novel,
"Dodo," called "Dodo the
Second."

Photograph by Thomson.



MISS CYNTHIA STOCKLEY.
Whose new Novel, "The
Dream Ship," has recently
been published by Messrs.
Constable.

Photograph by Elliott and Fry



Bookbinder

"The Black Watch."

There are few, if any, regiments in our Army more distinguished than "The Black Watch," or "Royal Highlanders," now consisting of the 2nd and 73rd Foot, whose "Medal Roll (1801-1911)," carefully prepared by Captain John Stewart, has just been published in the form of a handsome quarto volume, by William Brown, Edinburgh. There is no Scotsman, Highland or Lowland, whose heart does not thrill with pride at the thought of what the famous "Forty-Twa's" have dared and done since they first took the field as a British regiment and received their baptism of fire at Fontenoy—the same year as Culloden. It was the first Scottish regiment to show the kilt in England, and also on the Continent of Europe, though the foundation of what is now the British Army had been laid, after the Restoration, by a Lowland regiment, the "Royal Scots," who now stand No. 1 on the Army List; while three other Lowland regiments take numerical precedence of the "Forty-Twa's." But the "Black Watch"—so called from the colour of their tartan—had first been raised as independent companies, in the interest of the Hanoverian "usurper," to keep order in the Highlands, and subsequently they were united at Aberfeldy into one homogeneous regiment—the first of its kind, and the 42nd of the British Line. After the suppression of the last Jacobite rebellion at Culloden, the great Chatham, with far-seeing wisdom, was the first English statesman who advocated raising Highland regiments for Imperial service. "The Highlanders," he said, "were reclaimed by this means; they fought our battles;

they cheerfully bled in defence of those liberties which they had attempted to overthrow but a few years before." Since then, the tartans of the "Forty-Twa's"—in

Soldier and Satirist.

Official histories of the Boer War, though addressed to the public at large, find readers mainly among experts and military students; but what more particularly appeals to that very large class composed of "men in the street" are personal narratives such as "A Soldier's Diary—South Africa" (Max Goschen), from the pen, and still more from the pencil, of Mr. Murray Cosby Jackson, a son of Lieutenant-Colonel Halkett Jackson, who was with Lord Roberts at Cabul. Though thus a gentleman by birth and station, he joined the ranks of the Hampshires, and served throughout the war as a non-com. in the 7th Mounted Infantry—which enabled him to correct our "banjo bard of the Empire" on a certain point. "Kipling," he says, "is 'talking thro' his hat' in his poem 'M.I.' when he makes out No. 3's (horse-holders) to have an easy time. It's the most trying business of the lot. . . . I know I always preferred the firing line, and felt safer there too." Yet in Mr. Jackson's "Diary"—which must have been written some considerable time after the event, seeing that he refers to De Wet's and other works on the war—there is little or nothing about the psychology of war such as one finds in Stephen Crane's "Red Badge of Courage," but only a light and almost flippant record of his own personal experiences, copiously illustrated by pen-and-ink sketches of the serio-comic kind, many of which are most amusing and meritorious, considering that their author, as his publisher assures us, "never had a drawing-lesson in his life." His letterpress is in a free-and-easy colloquial style.



FROM THE MEDAL ROLL OF THE BLACK WATCH: A VICTORIA CROSS AND MEDALS FOR THE CRIMEA AND THE SIEGE OF LUCKNOW.

These medals were awarded to Quarter-Master-Sergeant John Simpson, of the 42nd Foot. The Victoria Cross is on the left. Next comes the Crimea medal, with clasps for Sebastopol, Balaklava, and the Alma. The third is the Lucknow medal, and the fourth the Turkish Crimea medal. The Victoria Cross was awarded to John Simpson "for conspicuous bravery at the attack on the fort of Ruhya on the 15th April, 1858, in having volunteered to go to an exposed point within forty yards of the parapet of the fort under a heavy fire, and brought in, first Lieutenant Douglas, and afterwards a private soldier, both of whom were dangerously wounded."

From the Frontispiece (in colour) to "The Royal Highland Regiment, the Black Watch, formerly 42nd and 73rd Foot, Medal Roll, 1801-1911." By Courtesy of the Publisher, Mr. William Brown, Edinburgh.

common with that of their other kilted successors in the Army List—have waved in almost every part of the world, from Seringapatam to Sebastopol, from Corunna to Quatre Bras, and from Coomassie to Kirbikan. Lord Wolseley once said that when he found the red "hackle" of the "Black Watch" showing up among the troops of any expeditionary force, he felt that the success of his enterprise was already assured. Thus, at Coomassie, the "Forty-Twa's" justified the confidence of their leader, as well as at Tel-el-Kebir, where they were the first over into Arabi's entrenchments, and that was why the "Black Watch" formed the most conspicuous body of mourners in Wolseley's funeral procession to St. Paul's. The red "hackle" in question is their proudest possession. When campaigning against the French in the Low Countries (1795), the 11th Light Dragoons (now Hussars), at a place called Gildersmolen, abandoned two field-guns which they had been straitly charged to safeguard. Thereupon the "Forty-Twa's" were ordered to recover the captured pieces, which they did in quite heroic style, General Sir David Dundas calling out: "Forty-Second, the 11th Dragoons shall never wear the red plume in their helmets any more, and I hope the 42nd will carry it as long as they are the 'Black Watch'!" Yes, and they still do so; and they are the only Highland regiment which thus carries a fiery vulture plume in their feather bonnets.



FROM THE MEDAL ROLL OF THE BLACK WATCH: A WATERLOO MEDAL AND OTHERS.

The Waterloo medal (at the top) was awarded to Ensign G. D. Bridge, 2nd Battalion, 73rd Foot. On the left is a medal for South Africa, 1853 (the Kaffir War). On the right is a Long Service and Good Conduct Medal awarded in 1859. Below is a Crimea medal presented by Napoleon III.

From "The Royal Highland Regiment, the Black Watch, Medal Roll."



FROM THE MEDAL ROLL OF THE BLACK WATCH: A SERINGAPATAM MEDAL AND OTHERS.

At the top is a Seringapatam medal in silver. This medal was issued in silver, gilt, silver, copper, and tin, by the East India Company in 1799. On the left is a Distinguished Conduct Medal for the Crimea: on the right a Meritorious Service Medal, 1847. Below is a General Service Medal (Peninsula), with nine clasps.

From "The Royal Highland Regiment, the Black Watch, Medal Roll."

LESS PROBLEMATICAL THAN USUAL: A COLLIER PICTURE.

REPRODUCED, FROM THE PICTURE IN THE EXHIBITION OF THE ROYAL INSTITUTE OF OIL PAINTERS, BY COURTESY OF THE ARTIST. COPYRIGHT STRICTLY RESERVED



CAUSING A GOOD DEAL OF INTEREST: "FIRE."—BY THE HON. JOHN COLLIER.

It seems almost unnecessary to point out the fact that, to the man in the street at all events, the Hon. John Collier is known chiefly as a painter of problem-pictures: his "Fallen Idol," "The Cheat," and "Sentence of Death," will be recalled immediately.

Here is one of his less problematical paintings. The canvas, as we have noted, is on show at the thirty-first Exhibition of the Royal Institute of Oil Painters. Mr. Collier is a son of the first Lord Monkswell and son-in-law of Professor Huxley.

GROWING RAPIDLY: THE AUSTRO-HUNGARIAN ARMY—ITS SOLDIERS.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKKOEK.



1. UHLAN (NON-COMMISSIONED OFFICER).
2. INFANTRYMAN (MARCHING ORDER).
3. HUNGARIAN INFANTRYMAN (MARCHING ORDER).
4. INFANTRY; BODYGUARD COMPANY (NON-COMMISSIONED OFFICER IN PARADE ORDER).
5. MOUNTED DALMATIAN RIFLES (NON-COMMISSIONED OFFICER).

6. HUSSAR.
7. RAILWAY AND TELEGRAPH REGIMENT.
8. INFANTRY; BODYGUARD COMPANY (OFFICER).
9. PIONEER (FIELD-SERVICE ORDER).
10. HORSE ARTILLERY (A DRIVER-GUNNER).
11. RIFLEMAN (REVIEW ORDER, WITH GREAT-COAT).

12. A COMMANDING OFFICER (GERMAN FIELD-SERVICE UNIFORM).
13. A COMMANDING OFFICER (HUNGARIAN GALA UNIFORM).
14. ARMY SERVICE CORPS (MARCHING ORDER).
15. BOSNIA-HERZEGOVINA INFANTRY (MARCHING ORDER).
16. DRAGOON.

A few days ago the Common Ministerial Council, meeting in Vienna, agreed to the demands made by the War Minister and Naval Secretary, which means an enormously increased burden on the shoulders of the peoples of the Dual Monarchy. The precise sum to be granted is not yet known; but it is understood that within the next four years over £40,000,000 will be called for, for the increase of the

standing army, for new arms, for naval equipment, and for building new Dreadnoughts. In this is included nearly £18,000,000 already spent during the Balkan War. £8,000,000 of this latter sum was for war-material of various kinds. Interest in Austria-Hungary will not be lessened in this country by the visit of the Heir to the Throne, the Archduke Francis Ferdinand, and his wife.

THE QUEEN MOTHER'S NURSERY.

A Visit to the Ideal Home at Olympia.

By "HESTIA."

OF course the great thing to be seen at the Ideal Home Exhibition at Olympia is Her Majesty Queen Alexandra's Nursery. This is, as it were, the *pièce de résistance*. The tendency of so many people when thinking of Royalty is to put a throne or state-coach in the foreground. Consequently, Queens never seem so loveable as when they interest themselves in humble, everyday affairs.

It is a very lovely nursery with the design and furnishings of which the Queen-Mother has so graciously concerned herself. For it is undeniably a children's room. As a rule grown-ups mean well, but they lack understanding. They forget how monstrously large things seem to people who are quite small. But in these most perfect nursery rooms—a combined day and night nursery with bath and dressing-room adjoining—the child's sense of proportion is never overwhelmed. Everything is built and planned to special measurements. The picture frieze on the wall does not vanish into space; it runs all round the room at just the proper height for a child to see it easily. Jolly pictures they are, too. It is market-day; a haycart groans along the road drawn by two white horses. Grannie drives a flock of geese which waddle absurdly. A man with a pig walks just in front of a farmer in a first-rate dogcart—all very entertaining.

The walls of this delightful room are papered in a light neutral colour. The floor has an excellent covering which possesses the soft, warm texture of felt and the durability of linoleum. On this are several large, washable rugs, with gay-patterned borders. Gay, too, are the Dutch tiles in the fireplace; each one a complete little picture. The grate has a hob, which is as it should be, and the guard is a reproduction of the old woven brass-wire type used in the 18th century. The old English leaded window is a delight. It has an upholstered window-seat which also forms a splendid Toy Box. The curtains, with their cottage-frills, are of printed linen, as are all the hangings in the room. A master mind devised the table from which nothing can fall off, as it has a raised "run" round the edge. The clock, too, has a pleasant open face, and the ticking hands are thoughtfully left exposed. All the furniture is natural sycamore, wax polished. The cots and layette basket are draped in white.

In the bath and dressing-room next door the furniture is white enamel. The miniature porcelain bath and washing basin make it look like Tom Thumb's *salle de bain*. Nothing is forgotten. Alas! A medicine cupboard in the corner is prepared to house the castor oil!

The rooms are hygienically perfect. Dust cannot accumulate, for the angles at the intersection of floor, walls and ceiling are all curved. There are no ledges or sharp corners—even the mouldings have been specially designed.

A delightful combination of charm, simplicity and common-sense pervades this nursery. The firm that executed the design—Messrs. Waring and Gillow—has shown rare sympathy in dealing with the subject. A child's mind has been understood—no easy matter. Queen Alexandra's Nursery is ideal, and it is not unlikely that there will be numerous duplicates before long.

The same famous House is responsible for what is almost a complete cinema of the modes in furniture and decoration of all the famous periods. No one should miss it. Such a comprehensive display of the taste and craftsmanship through many centuries has probably never been seen before.

Several well-known ladies are interested in the designing of these rooms, which include replicas of an Adams' drawing-room, Georgian dining-room, 16th century Venetian bed-room, a Tudor hall and 17th century parlour.

The two main model rooms—an Elizabethan dining-room and an exquisite Chinese Chippendale drawing-room—are perfect specimens of the decorator's art.



The CORNER of a CHINESE CHIPPENDALE ROOM By WARING & GILLOW.

ONE looks at this curiously beautiful and rather unusual scheme of decoration for the corner of a Drawing-room or Boudoir with more than a little interest. The treatment is Chinese Chippendale and Messrs. Waring & Gillow's Studio has faithfully reproduced the ideas of this famous 18th century designer. Wallpaper, fabrics and furniture are all harmoniously correct. An indisputably lovely room, and one fancies this the owner's favourite corner. She would come here continually to sit in her Chinese brocaded chair, and look out to her lawns through the window hung with damask curtains, quaintly pelmeted, as Chippendale himself would have desired. It would be a very unimpressible person who did not feel the influence of such a room.

By telephoning 4000 Mayfair and asking for the Drapery Department, samples of these Fabrics can be sent post paid.

BROCADE ON CHAIR.

THE Chinese all-silk brocade on chair reproduced above is 50 ins. wide and 13/9 per yard. We also supply it in all blue shades.

CURTAINS.

THE Damask, colour as sketch, also in black or lacquer red, 4/6 per yard; and the silk border at 1/11 per yard.

WINDOW SCHEME.

THE curtains and pelmet—illustrated above—are 5 ft. wide and 10 ft. deep, supplied complete for £4 15s.

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NEW NOVELS.

"The Mystery of Dr. Fu-Manchu," name is unknown to us, scores a decided success in "The Mystery of Sherlock Holmes," whose chagrin at never having had the opportunity to measure his talents against the malignant Chinese doctor must be really terrible. Imagine the Yellow Peril incarnate in an evil Eastern personality, and let loose to deal death to its European rivals, and you get the root idea of Dr. Fu-Manchu. His methods are blood-curdling and ingenious in the extreme, and should be studied by anybody who wants good hair-raising holiday fiction. The trail of destruction moves through thirty thrilling chapters, and culminates in a stupendous climax. "Fu Manchu" is not, perhaps, the book for sweet sixteen to read by candle-light, but boys, old and young, will revel in its adventures.

"Gracechurch." The little town of "Gracechurch" (Longmans) should not be difficult to identify, but it is better left in that pleasant borderland between fact and fancy where Cranford has its location. It belongs, certainly, more to the Cranford era than to our own times, although its autobiographical passages refer to the middle 'sixties. "John Ayscough" has a kindly memory and a keen eye for the significance of trivial lives, and his character-studies are touched in with not a little quiet humour. Gracechurch, as became the English provinces of its day, accepted the old-maid-hood of a considerable portion of its community as a regrettable but necessary condition, and the maiden lady has her fair share of the author's attention. We are tantalised by his references to his religious life as a child, and we wish he

could have seen his way to expand them. The making of a Churchman—beginning, as in this instance, in a boy's search for the religious help he felt himself to need—is a subject of psychological interest, and deserves a better place than the odd pages modestly assigned to it in these sketches. "Gracechurch" is, among other things, a tribute to the power for good wielded by a great territorial family, and a testimony to the neighbourliness of the English middle-class folk of the mid-Victorian era.



CONSIDERED THE FINEST COURSE NEAR LONDON: THE NEW COLF LINKS OF THE ST. GEORGE'S HILL CLUB AT WEYBRIDGE. The new eighteen-hole golf course of the St. George's Hill Club at Weybridge was formally opened on October 2, when a number of famous professionals played in a stroke-play tournament for £100. George Duncan won, just beating Ed Mitchell, and established the record for the course at 71. The site of the new links was formerly covered by thick forest, and huge old fir-trees had to be removed by dynamite and traction-engines. The course, which was designed by Mr. H. S. Colt, is considered ideal, both as a test of golf and for beauty of surroundings. The Club's President is Prince Alexander of Teck, and its first captain Mr. Horace Hutchinson, the first British Amateur Champion.

Photograph by G.P.U.

"Smoke Bellew." The hardships of the early days in the Klondike either made or marred a man, and so we find and follow the story of "Smoke

Bellew" (Mills and Boon). He is a Jack London hero, full of grit and doggedness, who begins as a young college man, puts in a spell on the treadmill of a San Francisco newspaper, and finally "makes good" on the trails of the frozen North. He went up with the odds against him, and his "chechaquo"—or greenhorn—period was a time of prolonged and woeful trial. Smoke and Shorty, a seasoned hand, were engaged by two inferior but more opulent adventurers to transport them and their packs from comparative civilisation to Dawson City—and very thrilling is the story of that transportation. The employers were faint-hearted and would have held back; the employees, with force and reviling, drove them on, through the icy waters of Lake Le Barge, through woes unutterable, to the northern shore. There is a genial philosophy about Smoke's methods that serves him well in his own time of personal tribulation, and that is a constant fillip to the reader. Happy, indeed, is the novel-reading generation that welcomes Mr. Jack London's romances. His young men and maidens warm the cockles of one's heart.

Messrs. G. Bell and Sons have issued the second batch (Vols. 21 to 40) of their excellent reprint of Bohn's Popular Library in shilling volumes. The new set includes: Carlyle's "French Revolution," in three volumes; Fanny Burney's Diary, Emerson's Works, Fielding's "Tom Jones," Montaigne's Essays, and Ranke's "History of the Popes," each in two volumes, and the following single volumes: Mrs. Jameson's "Shakespeare's Heroines," "The Thoughts of Marcus Aurelius" (with Matthew Arnold's essay) Mignet's "History of the

French Revolution," and Anthony Trollope's "Barchester Towers" and "The Warden." These little books, in their dainty but serviceable format, are exceedingly attractive.

WHERE DISEASE GERMS LURK

I.—In the Railway-Carriage.

HOW TO AVOID SORE THROAT AND INFECTIOUS ILLNESS WHEN TRAVELLING.

A LITTLE-SUSPECTED danger to the travelling public lies in the fact that railway-carriages frequently contain microbes which spread disease among passengers who are unable to resist infection.

Recently the Medical Officer for Deptford presented to the Public Health Committee of the Borough Council an important statement on this subject.

"There is hardly a more dangerous atmosphere than that of a railway-carriage," he said. "I have examined twenty-four samples of dust and air taken from railway-carriages, and have found germs of consumption, pneumonia, erysipelas, abscesses and boils, influenza and catarrh. Cold and catarrh after a railway journey is not often due, as people imagine, to a draught, but to the atmosphere of the compartment."

Bacteriologists have proved beyond question that this statement is not exaggerated. In a single railway-carriage there were found the microbes which are responsible for appendicitis, indigestion—in some of its forms—tuberculosis, diphtheria, typhoid, pneumonia.

ILLNESS AFTER TRAVELLING.

It is not an uncommon experience for a person to start on a railway journey in perfect health, and come home ill or be laid up while away. Children, especially, are liable to catch some infectious disease while travelling, and there are many cases on record in which the railway-carriage has been entirely to blame. If, for example, five or six people were to travel in a contaminated carriage from London to Aberdeen, all breathing in the floor-dust in which microbes lurk, it is difficult to see how they could escape infection of some kind or other. Even during a short journey, under the most favourable conditions, it is not unusual to catch a severe cold or a sore throat. The danger, of course, is greatest when one happens to be travelling in the same compartment with somebody who is sickening for, or recovering from, an infectious disease. It must also be remembered that draughts and the fatigue of travelling increase the danger by lowering our vitality, so that we are less able to resist the onslaught of disease germs.

Fortunately, there is now a simple and pleasant means of safeguarding oneself against these risks. Dr. Piorkowski,

the well-known bacteriologist, has proved beyond question that those who take the precaution of sucking three or four Formamint tablets during a journey are effectually protected against all disease germs which they may inhale. Dr. Piorkowski's experiment, which is illustrated by the accompanying micro-photographs, was as follows—

He took two agar plates—that is, glass plates covered with a species of jelly on which disease germs thrive—and exposed them to the dust and air in an ordinary railway carriage. But the second plate (marked B) he also treated with saliva from the mouth of a person who had previously sucked four Formamint Tablets. As the photographs show, this plate remained entirely free from germs, because all which settled on it were quickly destroyed by



The above micro-photographs show the result of an experiment made by Dr. Piorkowski, the famous bacteriologist. He took two glass plates, covered with a substance on which germs thrive, and exposed them to the dust and air in an ordinary railway-carriage. One of the plates (marked B), he also treated with saliva from the mouth of a person who had sucked four Formamint Tablets. All germs which settled on this plate were immediately destroyed, while they grew abundantly on the other plate (marked A), which had not been treated with Formamint. Thus, when you suck Formamint, disease germs in your mouth and throat are quickly destroyed.

the Formamint saliva; whereas on the other plate (marked A), which had not been treated with Formamint, large colonies of disease germs grew luxuriantly.

Exactly the same thing happens in the mouth and throat. If a few Formamint Tablets are sucked, the disease microbes, which can only attack us through the mouth and throat, are quickly exterminated, and the individual goes safe, even though he may be in very weak health and breathing the stuffy air of a railway-carriage which has been contaminated by the breath of somebody sickening for, or recovering from, an infectious disease. Again, to take the mildest possible instance, the railway passenger who finds himself subject to sore throat when travelling will find that this disability is entirely removed by the use of Formamint Tablets. Indeed, apart from its preventive power, Formamint is an excellent and

rapid cure for sore throat and other common germ ailments. It removes the cause of such ailments by destroying the microbes, and its soothing, refreshing properties quickly allay pain and allow the lacerated tissue to heal naturally.

What is true of railway-carriages is also true of other crowded, stuffy places, such as buses, theatres, concert halls, churches, etc., and similar experiments have, in fact, been made in these places with the same results.

COMMANDER BELLAIRS' EXAMPLE.

"I always take Formamint after being in any stuffy railway-carriage, theatre, etc., and after addressing a public meeting," writes Commander Carlyn Bellairs, late of the Royal Navy, and formerly M.P. for King's Lynn.

A great many other distinguished people habitually take Formamint for the same purpose—for example, The Rt. Hon. Arthur J. Balfour, M.P.; Lord Justice Buckley; Queen Alexandra's private secretary, Miss Charlotte Knollys; Lord Dunedin (Keeper of the Great Seal of Scotland); Signor Caruso; Mme. Patti, and others too numerous to mention.

It may be mentioned here that, unlike most medicinal preparations, Formamint Tablets are pleasant to use and cause no inconvenience. They have, in fact, a mild, acidulated flavour which is so seductive that children take them eagerly in the belief that they are sweets. Needless to say, they contain nothing injurious, and can be taken freely, without the slightest risk of any ill-effects on any part of the system.

The fact that Formamint Tablets are manufactured by the proprietors of Sanatogen is in itself a recommendation; for who is not familiar with the merits of that excellent tonic food? It should be noted, however, that there is no duplicate or substitute for Formamint, the substance being a new organic compound which can only be produced by a patented chemical process. Hence, the numerous imitation tablets only resemble Formamint in appearance, and do not possess its great curative and preventive properties. (The real thing is sold by all high-class Chemists at 1s. 11d. per bottle.)

Health is precarious enough at all times, and all who do not believe in exposing their health to unnecessary risks, will certainly make a point of sucking a few Formamint Tablets daily as a rational precaution against the very real and ever-present danger of infectious disease. Railway passengers, in particular, and those whose occupations take them frequently into crowded, stuffy places, would do well to adopt this precaution, and children, too, should be given Formamint regularly in view of the dangerous epidemics which break out so suddenly in schools.

(NOTE.—Any reader of this article who has not tried Formamint should apply for a Free Sample to the manufacturers, A. Wulff and Co., 12, Chenies Street, London, W.C. It is only necessary to mention the name of this paper when writing, and an interesting Booklet about Formamint will be sent with the Free Sample.)



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MUSIC.

ON asking a week ago for some particulars of "Taillefer," the choral work by Dr. Richard Strauss, given last week at the Leeds Festival, the writer was reminded that, instead of being new, it was written ten years ago, in the year of the "Symphonia Domestica," and bears the opus number 52. The fact remains that one of the composer's incense admirers, who has travelled to the Continent to hear some of his work given for the first time, has never heard "Taillefer." The new Strauss work is the "Festliches Präludium," to be given at the first of the Philharmonic Society's concerts next month

been heard to greatest advantage when Richter, Nikisch, or some other man of great experience and insight has held the baton. The dramatist does not act in his own plays, though his sense of what is required may be profound, and in the present case, for all his knowledge, there is a great gulf between Elgar the composer and Elgar the conductor.

The attendance at the Queen's Hall Promenade Concerts would appear to have broken the records. Night after night nothing more than standing-room has been available at eight o'clock, Beethoven and Wagner nights being apparently, the most popular while the Saturday

there will be developments in the near future, for the public patronage inclines towards the promenade concert, and demands nothing more than good music, well played, and permission to move and to smoke unrebuked.

Although "Parsifal" is to be given in London and elsewhere next year, there will be a festival at Bayreuth, opening on July 22, and closing on Aug. 20. The "Ring" operas, "Parsifal," and the "Flying Dutchman" will make up the programme. Mr. Schulz-Curtius is looking after the British subscription, and arrangements for the comfort of visitors are those that generally obtain. It



Photographs by Kyoshi Sakamoto

COVERED WITH 300,000 PEBBLES SPECIALLY COLLECTED FROM THE PACIFIC OCEAN: THE MAUSOLEUM OF THE LATE EMPEROR OF JAPAN NEAR KYOTO, RECENTLY COMPLETED AT A COST OF £100,000—A SIDE VIEW AND A FRONT VIEW.

The correspondent (a Japanese) who sends us these interesting photographs, writes: "When the late Mikado's remains were interred in the grave at Momoyama, whose charming views the Mikado had been used to worship in his life, people at large were allowed to pay homage to the mausoleum temporarily established. . . . It is our custom to erect a monument within a year of one's death. . . . The Imperial grave . . . was just completed on July 20, the day before the anniversary of the Mikado's death. The whole site is just 140 yards by 170 yards, and the white small eminence (covered with white pebbles) is an earthen monument under which the Imperial remains are buried. T.I.M. the Emperor and Empress are said to visit the mausoleum shortly. . . . People are again allowed to make pilgrimage to the newly completed mausoleum at Momoyama, and the way to the grave from the station is crowded with people from all parts of the empire."

Sir Edward Elgar's "Falstaff" has aroused sufficient interest to insure a crowded house at the Queen's Hall next month, when Mr. Landon Ronald will place it on the first of the New Symphony Orchestra's programmes. It is well that the composer will not be the conductor. To compose and to conduct are achievements that have little in common, and the man who can write the most effective orchestral music is not necessarily the one who can get what is best from the orchestra. Elgar's music has always

night attendance is limited only by the accommodation. It is a question whether there is not ample room in London to-day for another series of late-summer promenade concerts. Of competent orchestras we have enough, and of concert-halls there is no lack, while the overflow from the Queen's Hall should suffice to fill a smaller house. It is curious that there should be no competition in the one field of musical entertainment that seems capable of supporting it, with profit to all concerned. In all probability

may well be that familiarity with "Parsifal" will add to the Bayreuth gatherings in years to come.

After the long rest afforded by holiday time, the season of full musical activity is very welcome. Perhaps at the moment, Sunday is better provided with music than any week-day. There are afternoon and evening concerts in all directions, and the opposition to them would seem to be diminishing in responsible quarters. It is undoubtedly

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Continued. true that the Sunday concerts, by appealing to thousands who have no leisure on other days to hear good music, have developed very considerably the musical taste of the Metropolis. The Sunday Evening Ballad Concerts at Queen's Hall, organised by the Sunday Musical Union in aid of professional charities, are among the comparatively new departures. With good programmes, low prices, and freedom to smoke, they ought to receive unstinted support.

On Saturday next the Queen's Hall Orchestra will open its eighteenth season of symphony concerts, and the soloist will be that great 'cellist, Pablo Casals. There will be four concerts between Oct. 13 and Nov. 29, and four between Jan. 17 and Feb. 28.



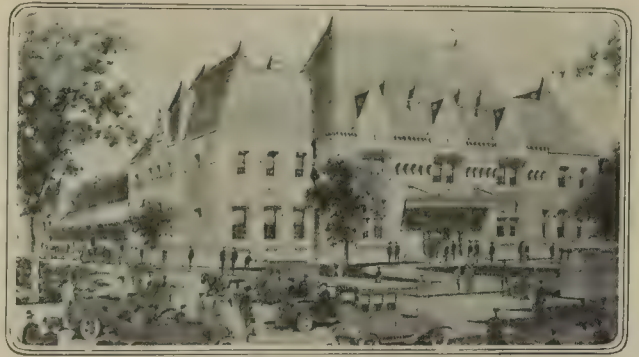
RECENTLY DESPATCHED ON HER MAIDEN VOYAGE TO SOUTH AMERICA: THE NEW R.M.S.P. "ANDES."

The new mail and passenger ship "Andes," built for the Pacific Steam Navigation Company by Messrs. Harland and Wolff, at Belfast, recently left Southampton on her maiden voyage to South America. The time allowed for the voyage has been reduced from twenty-two to eighteen days. The "Andes" is a vessel of 15,620 tons.

THE PLAYHOUSES.

"LE GRAND SEIGNEUR," AT THE SAVOY.

WE are all of us glad to welcome Mr. H. B. Irving back to the London stage, but there will be not a few to wish he had made his *rentree* at the Savoy in a play more worthy of his abilities and reputation than "Le Grand Seigneur." If playwrights can do no better with the wonderful subject of the Terror than Messrs. E. Ferris and B. P. Matthews have done, then there ought to be a close time in French Revolution dramas. It is possible to tire of the spectacle of aristocrats facing death in beautiful attitudes, and of revolutionaries pictured as bellowing hooligans and shrieking hags. It is possible to weary of the Sydney Carton brand of self-sacrifice, even when it is assigned to so fiendish a scoundrel as that Désiré, Marquis de la Vallière, whom the actor-manager of the Savoy is condemned to try to make plausible. Désiré, with his ugly passion for the heroine and his hatred of the innocent Duke she loves, is just our old friend the villain of melodrama—twopence coloured—and his tricks of trapping her into his bedroom and forcing her to dance with him in a dress which she would regard in itself as an insult will leave the more sophisticated playgoer



RAILWAY ENTERPRISE IN CANADA: THE NEW GRAND TRUNK STATION AT REGINA, SASKATCHEWAN, AS IT WILL BE WHEN COMPLETED.

The Grand Trunk Railway Company are building a fine new station at Regina, together with a large new hotel on the lines of the Château Laurier at Ottawa. Regina is a very progressive city, and the new station will be one of the best-equipped in Canada.

as unthrilled as will the roars of the stage Terrorists and the bombast of their mob-orators. Mr. Irving looks picturesque and gets through quick changes of costume, and Miss Marie Löhr manages the heroine's tears and shrieks naturally; but it is melancholy to watch artists of their quality wasting their talents on such poor matter as this play provides.

"THE LAUGHING HUSBAND," AT THE NEW.

It is its last act which is the making of "The Laughing Husband" as a piece of entertainment. Up to that point, while

we had had everything else we could ask for from musical comedy, fun had seemed on the first night rather to seek. We had heard more than one waltz as taking as any we have had from a Lehar or a Fall; and of Herr Eysler's score generally it might be said that it is rich in melody and finished in orchestration. We had been pro-

vided with a sentimental story, and had been asked to shed tears, or simulate them, over the artificial sorrows of a husband—the "laughing" gentleman of the title—who thought he had found his wife unfaithful and tried to drown his grief in wine, poor, uxorious creature. We had had gorgeous dresses and pretty dances, and wit of a distinctly laboured type; but of downright jollity—whether the fault was that of the Viennese authors, Herren Krammer and Grunwald, or the English librettist, Mr. Wimperis—there had been far too little. Then at last Mr. Wimperis (or was it his foreign colleagues?) seemed to wake up, and there came face of the liveliest and most bustling sort. A little divorce lawyer, played with plenty of spirit by Mr. James Blakeley, came upon the scene and helped to bring about a transformation. It is the paradoxical speciality of this man of law to cause reconciliations instead of divorces. Thanks to the happy introduction of this character, and the atmosphere of hilarity he carries about with him, the latest operetta "from the German" conquered all hearts at the New Theatre, and began what is sure to be a career of exceptional success. Mr. Courtice Pounds, in the title-role, sings his love-songs cheerfully and charmingly; Miss Daisy Irving's prettiness and fine voice win favour for the indiscreet heroine; Miss Mabel Burnage, Miss Violet Gould, and Mr. George Carvey work hard; and Mr. Blakeley is the life and soul of the fun.

(Other Playhouse Notes on "Art and Drama" Page.)

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Mr. Jingle and The Spinster Aunt (*Pickwick Papers*)

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"The licence" repeated Mr. Jingle—

"In hurry post-haste for a licence,
In hurry, ding dong I come back."

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LADIES' PAGE.

"TIMES change, and we change with them," was strikingly exemplified at the Church Congress. It is but a few years ago that women at the Congress were under the rule of absolute silence. A great concession was made when first two or three ladies were asked to prepare papers on subjects that they had made their own, and that were on the lines of the Congress. But those papers were read by clergymen, the writers sitting by with closed lips. Then the daring innovation came of permitting some ladies to read out their own productions. And this year the Church Congress was boldly announced to be about to tackle the problems of the sexes, and men and women both were invited to read prepared papers and to participate in the discussions. The fact is that the leaders of the Church, like most thoughtful people, are becoming convinced that it is useless to leave matters that concern equally fathers and mothers, sons and daughters, to be talked about by the fathers and sons alone. Talking in itself is of small consequence, but the formation of ideas is the first requisite for action, and by speech are ideas implanted and brought to the growth that produces fruit in some practical result.

At the same moment comes a book by a surgeon making sweeping charges against women as a sex, and declaring us to be naturally incompetent to form either moral or intellectual judgments on public policy or private conduct! There is a certain halo of authority supposed to rest about a man who has studied that subject so mysterious to the rest of the community—the wonderful structure of the physical frame. But this is really not at all justified in regard to psychological or social thinking or observation, either by the special studies or by the attitude of mind that professional medical practice tends to induce. Of course, I do not attempt here either to repeat or comment upon this attack on women; but I may mention one point that struck me. The writer avers that women are "ungrateful" to men for what the stronger sex does for the weaker. Now, I constantly hear women express their gratitude for a good father or a good husband. On the other hand, I have often wondered at the ingratitude of men to women! Witness the persistent attacks upon mothers, for instance: the ignoring of the great number of infantile deaths from disease inherited from the father and from sheer poverty; and the assertion, often and steadily repeated, that infants die simply because their mothers are incompetent or indifferent, seems ungrateful. The men who make these assertions have all had mothers, and must know full well how much devoted and long-continued service goes to the upbringing of every child. Of course, there are too many ignorant mothers, and neglectful ones, and stupidly blundering ones, and even deliberately and actively cruel ones; and the children of such either die off or live to reproach the parent. But these bad mothers are few in proportion, and accountable for only a small part of the deaths of children; and why are not the efforts, sacrifices, and abilities of the good mothers more gratefully acknowledged?



THE CHARM OF THE VELVET COAT.

The gown is in striped woollen material in two shades of purple, the coat in velvet of a dark purple tone, with muslin collar. The close-fitting hat is in the same velvet.

Individually, men are lovingly grateful to their mothers for the tender and commonly sensible care that the average man has had from the average woman in this relation. A young aeronaut who fell the other day recovered consciousness for a moment, only to say, "Tell mother." When the *Titanic* went down, the cry that those safe in the boats heard from the mass who were dying seemed one wait of "Mother." Sir Evelyn Wood says that when the soldiers sit round the camp-fires the night before a battle, they are usually not indulging in heroic thoughts of what they are going to do on the morrow, or of their country's glory, but are thinking or talking of their mothers. And the Bishop of London told the Church Congress that in Russia the children whose mothers have died add her name to that of the saints in their daily prayers invoking help and protection. Yet while men thus know and feel in their own cases the tender and devoted care by which every child that lives is preserved, it is still the bad practice to ignore—and therefore to fail to attack—all the other preventable causes of the death and illness of children, and to declare that infant mortality is practically all due to the faults of mothers.

It is just the same with cooking and housekeeping. Hundreds of thousands of men are well looked after and made cosy and comfortable at home, and so kept in fettle for the struggle for life, by the clever and unfailing attention of their wives to household affairs. How much they owe to us in this respect is clear from the statistics of the deaths of widowers—poor fellows, there is a poor chance for them when the prop of the home and its comforts is removed! They die in far larger proportion than the men at the same period of life who are lucky enough to keep their home-makers' services. But when discussions arise on women, how seldom men come forward to praise, or even acknowledge, all that is done for them in this respect, and how many and loud are the grumblers! Why, there are even men found to write such books as that under notice—women never write whole books to abuse men, do they? Yet it is so very easy to be sweepingly and recklessly abusive; and so very silly between the sexes.

This beautiful autumn weather will very likely change suddenly into wintry cold, and we have to realise that the time for furs is here. A very fine catalogue has just been issued by the International Fur Store, 163-165, Regent Street (two doors from New Burlington Street), so noted for high-class and fashionable peltry. The catalogue is illustrated excellently by photography, so that the effect of the furs is seen, and the most exclusive and latest fashions, both in regard to the peltry and to styles of make, can be observed. No pictures, however produced, can give the full beauty of a costly, lustrous, deep, rich fur; but an idea of the charm of the new models at this house can be gained from the beautiful catalogue, which will be sent by post from the address given above to readers of this Journal who are about to replenish their wardrobe in the fur department.

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WILLS AND BEQUESTS.

THE will (dated Feb. 14, 1907) of MRS. GEORGIANA ELIZABETH OLIVER, of Laggan, Ballantrae, Ayr, widow, who died on June 24, is proved by her daughter, the value of the estate amounting to £288,926 15s. 1d. She gives £3000 to her son-in-law Major Denzil Hughes Onslow; £5000 to Agnes Stewart; £15,000 to her grand

The will and codicil of COLONEL RALPH JOHN ASPINALL, of Standen Hall, Clitheroe, and Queen's Gate, who died on May 31, are proved by Colonel Thomas E. J. Lloyd, and Walter Beaumont Heygate, the value of the unsettled estate being £163,654. The testator gives £10,000, and during widowhood £500 a year, to his wife; £32,000 to his eldest son John Ralph; £7000 to, and £40,000 in trust for, his son Charles Lewis; £7000, the property called

Crichton Browne; and £100 each to her niece Margaret Spencer Stanhope, her cousins Helen Mary Hare and May Cholmley, and her maid Maud Abbott. She appoints £2000, part of the funds of her marriage settlement, to her daughter Maud Isabel Buxton, and the remainder to her daughter Sybil Mary. The residue of the property she leaves to her daughter Sybil Mary.

The following important wills have been proved

Mr. Augustus Walter Rawcliffe, Culraven, Haigh Road, Haigh, Lancs.	£130,363
Mr. George Peter Henry Vollmer, Red Lodge, North End, Hale	£74,149
Major Alan H. W. Lowndes, Hatfield Regis, Essex	£40,202
Mr. Francis William Willett, 1, Clarendon Villas, Margate	£37,002
Mr. Henry Hilliar, Chaseside, Southgate	£36,615
Mr. Ernest Meanley, 24, Cambridge Road, Seven Kings, Ilford	£34,546
Miss Catherine Butler, 50, Lee Terrace, Blackheath	£32,407
Mrs. Mary Anne Elsee, The Warren, Bilton Road, Rugby	£31,554



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"QUEEN VICTORIA AS EMPRESS OF INDIA," BY EINAR JONSSON.

son Oliver Hughes Onslow, and £10,000 each to her grandsons Reginald and Nigel Hughes Onslow, but in the event of her grandchildren exceeding three, then these bequests are revoked, and a sum of £50,000 is to be raised for them, the share of Oliver to be £5000 more than the share of each of the others; £100 in trust for the maintenance of the clock in the church at Ballantrae; many legacies to servants; and the residue to her daughter Marion Hughes Onslow absolutely.

The will (dated Sept. 24, 1910) of MAJOR WILLIAM BRIDGES WEBB, chairman of the Baltic Shipping Exchange, of Exchange Chambers, St. Mary Axe, and Montagu Mansions, Portman Square, who died on Aug. 25, is proved, the value of the estate being £49,505. He gives £200 and the household effects to his wife; £2500 to his daughter Beatrice A. L. V. Quarry; and the residue as to one-fourth each to his children, and one-fourth in trust for his wife for life or widowhood, with remainder to his said children.

residue of the personal property is to be held in trust for him and his issue.

The will (dated May 23, 1913) of DAME MARY AUGUSTA HARRIET BUXTON, of 32, Cadogan Place, who died on Aug. 9, is proved by her daughter, Sybil Mary Buxton, the value of the property being £37,918. The testatrix gives £1000 to her cousin Lieutenant Gerald Newcomen Atkinson; £250 to her niece Dame Audrey Emily



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Records—and Yet More Records.

To the making of speed-records there seems literally no end. No sooner does one car set up something new in the way of speed figures than it is outdone by another—and so we go on until one almost ceases to speculate upon what the future may hold in store. To the making and breaking of records the Sunbeam mark has contributed not a little during the past two years; and so successful has it been in this respect that it now holds practically all the records that are worth while, and such as it does not already hold are, I fancy, at its mercy for the asking. On Wednesday of last week, Chassagne's six-cylinder Coupe de l'Auto Sunbeam was sent out at Brooklands in search of new figures for the twelve hours, which hitherto stood to the credit of the little 1500 Argyll. The Sunbeam was driven in turn by Chassagne, Resta and Lee Guinness, who drove for the firm in the recent three-litre event in France. Lapping steadily at nearly one hundred miles an hour, record after record fell, and the completion of the full distance was only a question of whether the car would stand up to its work. At no time was there any symptom of trouble likely to bring the attempt to an untimely end, and at the finish of the twelve hours it was announced that all the figures from one hour to twelve had been beaten. The full distance covered was 1078 miles 400 yards, the average speed being 89.85 miles per hour. The time for the thousand miles was 11 hours 6 min. 38.87 sec. Thus the Sunbeam covered in twelve hours 6 miles 103 yards more than stood to the credit of the Argyll for the fourteen hours. Of course, the Sunbeam motor is a much larger one than that of the car to whose credit stood the former records. The dimensions of the Sunbeam engine were 80 by 149.6 mm., its six cylinders having a combined rating of 23.8-h.p., against the 80 by 140 mm. of the sleeve-valve Argyll, the combined rating of whose four cylinders was 15.9-h.p. However, comparisons are proverbially odious; and, after all, both performances are good enough to stand on their individual merits.

Wednesday's success was followed up at the race-meeting on Saturday in no uncertain style. Chassagne, driving the new twelve-cylinder Sunbeam, won the 100-miles-per-hour



CLIMBING RED HILL, NEAR CAPE TOWN: THE 1909 VALVELESS CAR ON WHICH MR. DODSON MADE HIS SOUTH AFRICAN TOUR.

The gradient on Red Hill, near Cape Town, ranges from 1 in 6½ to 1 in 18, and the hill is a mile-and-a-half long. The car can be seen at the London dépôt, 34, Old Bond Street, W.



A SCENE AT A CONTROL DURING A RECORD: A SUNBEAM CAR TAKING IN A SUPPLY OF "SHELL" MOTOR-SPIRIT.

On such occasions the driver not infrequently gets a gratuitous bath of the precious fluid, a sight somewhat tantalising to petrol-buyers standing round.

long handicap by almost the length of the straight, incidentally setting up a new speed-record for an open race-meeting by covering a lap of the track at the enormous speed of 118.58 miles an hour. Both these performances were accomplished on Dunlop tyres, which stood up perfectly.

How Much Faster?

All these phenomenal speed-records are bound to set one thinking as to where it will all end. From the way Chassagne's big Sunbeam was travelling on Saturday, I should say it is quite capable of lapping at 130 miles an hour. Then, Hornsted tells me that as soon as his new 250-h.p. Benz is ready he intends to try to cover 120 miles in the hour. Vauxhalls are said to have something coming along presently which will make existing speed-records look foolish; while if Talbots do not suddenly spring a surprise on the racing world they are not as jealous of their track reputation as I take them to be. There is no question about the ability of the machine to accomplish much higher rates of travel than have been achieved hitherto, but in speculating as to what speeds will ultimately be attained there are factors outside the mere machine which have to be taken into the reckoning. In the

first place, I do not think the Brooklands track is safe for speeds of more than 120 miles an hour. Indeed, there are racing drivers of experience who do not think it is safe at something well inside that figure. Of course, safety in this case is a relative term, for there undoubtedly is danger inherent in the speed itself. A burst tyre or the sudden failure of some latently faulty part of the car—and there it is! But then, these things may happen as well at eighty as at a hundred miles an hour, so for the purposes of the present argument we must be content to ignore what may be called the latent danger of high speed. So far as concerns the track, a highly skilled driver might manage to keep down at 140 miles an hour, but, even so, it would be at the expense of enormous strain on wheels and tyres and the car generally. Certainly, if speeds are to go much higher, the banking of the track will be found inadequate.

The next consideration is a psychological one, and is this: how far can the human machine go before cracking-point is reached? It is not a point upon which I should like to express a definite opinion of my own, but it is an interesting one.

(Continued next page.)

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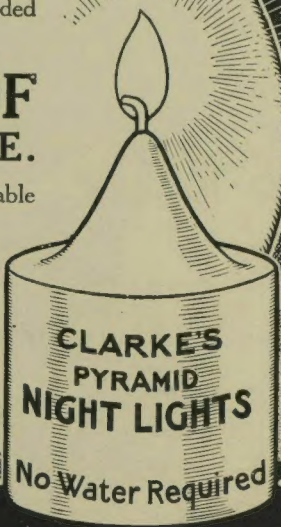
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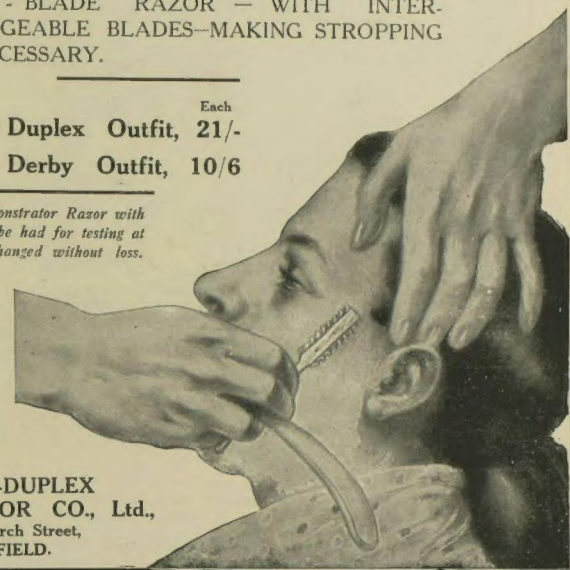
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nevertheless. There must be some limit to the capacity of the human being to stand speed such as the modern racing-car seems likely to develop, but where that limit falls we cannot say for the present. I can remember that when Serpollet first exceeded a speed of sixty miles an hour, on the old Gardner-Serpollet steamer, people began speculating about the human limit, and it was freely said that a hundred miles an hour would never be achieved by the motor-car,

of standing speeds of 250 miles an hour. But even so, *cui bono?*

The 159 Star. One of the very first cars I owned—and it was a long while ago—was a two-cylinder Star of a nominal 7-h.p. It was not called a Star, but that is what it was, all the same, for in those days the now-famous Wolverhampton firm built cars for other people to put their names on. That little car was, I remember, a source of much satisfaction to me. It was not quiet—no cars were in those days—it was not particularly fast, but one thing it would do, and that was to plug happily along all day and every day, without giving any particular trouble. It might not have been a car of great refinement, but you could not wear it out, and it never got tired. Since that time, quite ten years ago, much water has run beneath the bridges, and cars have improved much in their manners and in the way they are built. Therefore, the 159 Star of to-day bears very little resemblance to my little car of a decade ago, save that it possesses all the same robust characteristics in an accentuated form. I had one of these cars away over a recent week-end, and it pleased me very much by its performance. I should call it a very fast car of its rating, quite up to the average as a hill-climber, silent, well-sprung, and easy to drive—in fact, lacking in none of the essentials which go to make up the good car. I should place the Star very high up in the list of cars of moderate price.

Tyre Prices. Once more the motorist is to be congratulated upon a further drop in the price of pneumatic tyres. The first to announce the reduction was the Michelin Company, the reduction amounting to, roughly, 7½ per cent. on all sizes of tyres. Their announcement was at once followed by a like action on the part of the other leading companies. Altogether, the cost of tyres has fallen during the present year about 22 per cent.

Another Sunbeam Note. It appears to have escaped general notice that in the



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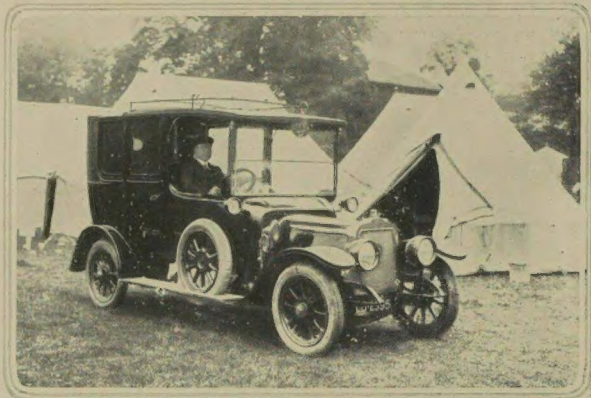
The country in which the car is shown is a lovely district for holiday motoring, but one where it is necessary to have an efficient engine and thoroughly reliable brakes.

because of the impossibility of the man being able to stand the nervous and physical strain of the speed! It may be that we shall evolve a race of drivers capable



A VERY SMART C.A.R.: A 14-H.P. PEUGEOT COUPÉ RECENTLY SUPPLIED TO DR. SNOWDEN, OF PUTNEY.

for the Coupé de l'Auto there was a prize offered for the most regular car. This, known as the Maurice Thierry Prize, was won by Lee Guinness's Sunbeam, which finished third in the race, without having made a stop during the whole 386 miles.—W. WHITTALL.



USED IN THE KING'S RETINUE DURING THE ARMY MANOEUVRES:

A 25-H.P. TALBOT LIMOUSINE IN CAMP AT ALTHORP PARK.

This car, used by Superintendent Spencer, of his Majesty's Private Police Force, formed one of the cortège of cars with the King's party during the Manoeuvres.

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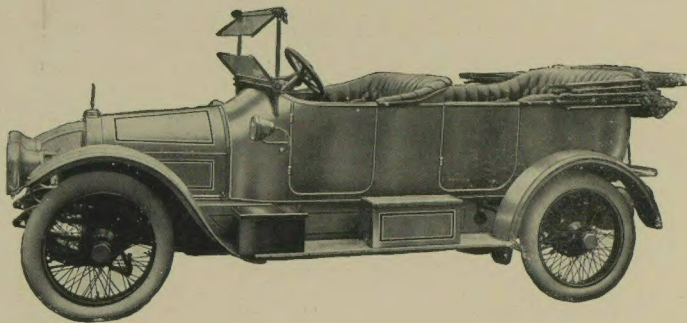
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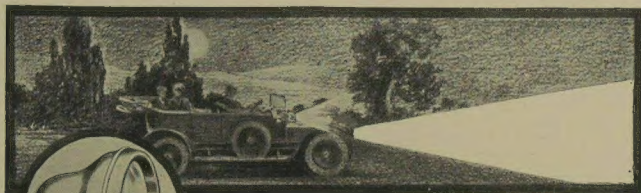
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NEW GUINEA PYGMIES.

THE expedition of which Captain C. G. Rawling writes in "The Land of the New Guinea Pygmies" (Seeley, Service) is that of which Mr. A. F. R. Wollaston gave an account in "Pygmies and Papuans," published earlier in the year. Organised by the British Ornithologists' Union to celebrate its jubilee, the expedition suffered misfortunes, and, through an error of judgment as to the way of approach, its objective—the snowfields and glaciers of Cartenz—was not achieved, though it has been since by another expedition under Mr. Wollaston's leadership. But the earlier one, while it failed to reach its goal, made a discovery the importance of which is shown by the titles of both the books already mentioned. It was made by the Papuans at Captain Rawling's camp on the Kapare River, who ran into and captured two pygmy men, and so brought to the knowledge of scientists the existence of the Tapiros, and, later, their village, Wambirimi, which Captain Rawling and his companions visited. The term pygmy is generally applied to a race which falls below 4 ft. 11 in. Captain Rawling's two captured Tapiros were muscular and well-proportioned youths of between twenty and twenty-five, who measured 4 ft. 5 in. and 4 ft. 6 in. Later on, some thirty were measured, and their average height came out at 4 ft. 8½ in. Only men were measured, for although fairly friendly relations were established by the expedition with the Tapiros—not a particularly genial race—nothing would induce them to bring in their women and children. For that they may have had good reason in earlier experience of the Papuans. These pygmies, who inhabit the lower slopes of the mountains, are lighter in colour than the plainsmen, though never paler than milk-chocolate. Cases of dark or reddish-brown hair occurred, but the hair, as a rule, was coal black, and to its wooliness, of course, there were no exceptions. The nose is straight and broad, the jaw marked but not prognathous, the eyes are black, and the lips thick. It may be remarked that the dirty habits of the race made the taking of these observations difficult. The Tapiros do not tattoo, but, as pygmies go, they show a decided taste for ornament. Their cultivation of tobacco, their method of making fire, and the construction of their houses are the most interesting of their characteristics. Captain Rawling describes them all enterprisingly in his pages, which are, let us add, a valuable record as well of other experiences of the expedition. His volume is excellently illustrated.

CHESS.

R. JAMES (Airmstrong, B.C.).—Your Draughts inquiry does not contain sufficiently definite information for us to answer right off, but in our letter we have suggested in a diagram what we presume you mean, and in that case Red certainly draws.

R. WORTERS (Canterbury).—You are quite right; the holiday season does not seem conducive to accuracy in these matters.

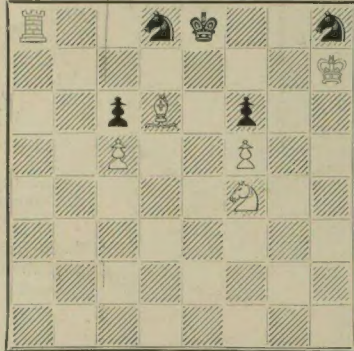
SCOTUS (Aberdeen).—Sorry we cannot recall the problem. Can you give us further information?

W. H. TAYLOR and OTHERS.—The problem did not strike us as being very difficult. It was the novelty and prettiness of the Pawn moves that we admired. We are glad it received your approval.

J. FOWLER.—Four moves are, we admit, beyond the ordinary range, but for our reasons for publication see answer above.

G. BROWNE (Belfast).—We hope to make use of your welcome contributions at an early date.

PROBLEM No. 3621.—By W. FINLAYSON.
BLACK.



WHITE.
White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3618.—By R. L'HERMET.

WHITE. BLACK.
1. P to K 4th K to B 7th
2. P to B 4th K to K 7th
3. Q to R 4th K moves
4. Q mates

SOLUTIONS OF PROBLEMS Nos. 3611 and 3612 received from Laurent Changion (Vredenberg, C.C.); of No. 3613 from C. A. M. (Penang); of No. 3614 from

J. W. Beatty (Toronto), G. B. Singha (Calcutta), and J. Murray (Quebec); of No. 3615 from R. Tidmarsh (Vernon, B.C.), C. E. Charnaud (Winnipeg), J. W. Beatty, and J. Murray; of No. 3616 from J. W. Beatty, W. N. K. (New York), and F. Pataki (Budapest); of No. 3617 from C. Barretto (Madrid), J. B. Camara (Madeira), N. L. Bauer (Moscow), and J. Verrall (Roden); of No. 3618 from L. Schlu (Vienna), Captain Armstrong (Great Yarmouth), and F. Since.

CORRECT SOLUTIONS OF PROBLEM No. 3619 received from J. Gambi (Craigavon), G. Bakker (Rotterdam), F. Pataki, F. W. Freeman (Reepham), R. Murphy (Wexford), J. C. Stackhouse (Torquay), J. Cohn (Berlin), J. Fowler, J. Green (Boulogne), H. F. Deakin (Fulwood), W. Lillie (Marple), A. Pigott (H.M.S. *Bellerophon*), A. W. Hamilton-Gell (Exeter), J. Wilcock (Shrewsbury), J. Deering (Cahara), L. Schlu, H. Grasset Baldwin, H. P. Hughes (Birmingham), R. Worters (Canterbury), J. Smart, Rev. J. Christie (Redditch), W. H. Silk (Birmingham), and A. Perry (Dublin).

CHESS IN ENGLAND.

Game played at Cheltenham in the Championship Tournament of the British Chess Federation, between Messrs. YATES and GIBSON.
(Ruy Lopez).

WHITE (Mr. Y.) BLACK (Mr. G.)
1. P to K 4th P to K 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. B to Kt 5th P to Q R 3rd
4. B to R 4th Kt to B 3rd
5. Castles P to Q 3rd
6. R to K sq B to Kt 5th
7. P to B 3rd B to K 2nd
8. P to Q 3rd Castles
9. Q Kt to Q 2nd Q to Q 2nd
10. Kt to B sq P to Kt 4th
11. B to Kt 3rd P to Q 4th
A premature advance followed by the usual consequences. Kt to Q R 4th and then P to B 4th yields a fair game.
12. Q to K 2nd P takes P
13. P takes P P to R 3rd
14. Kt to K 3rd B to K 3rd
15. R to Q sq B to Q 3rd
16. Kt to Q 5th
The weakness of Black's eleventh move now becomes evident.
17. B to K 3rd Kt to K R 2nd
18. R to Q 2nd B takes Kt
19. B takes B Kt to Q sq
20. Kt to R 4th Kt to K B 3rd
21. Kt to Kt 6th Kt takes B
22. Kt takes R R takes Kt
23. R takes Kt P to K B 4th
24. P to B 3rd Kt to K 3rd
25. Q R to Q sq Q to B 2nd
26. Q to Q 3rd P to B 5th
27. B to B 2nd P to Kt 4th
28. P to Q R 4th
Striking at once at Black's helpless wing, and speedily ending the game. Black might as well resign now. The game has been well conducted by the winner.
29. P takes P P to K R 4th
30. Q takes P P takes P
31. R takes B P takes R
32. R takes P P takes P
33. Q takes P R to R sq
34. B to Q 4th Kt takes B
35. Q to Kt 5 (ch) K to B sq
36. R to K B 6th. Resigns.

We understand that preliminaries have been concluded for a match for the Chess Championship between Messrs. Lasker and Rubinstein, but the privacy with which they propose to surround their play takes away all further public interest in the matter.

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